

No. 6355.53

1951-58





ANNUAL REPORT
OF THE
PUBLIC WORKS DEPARTMENT
FOR THE YEAR ENDING DECEMBER 31, 1956

BOSTON, January 2, 1957.

HON. JOHN B. HYNES,
Mayor of Boston.

DEAR MR. MAYOR:

In compliance with the provisions of section 24 of chapter 3 of the Revised Ordinances of 1947, I respectfully submit the annual report of the Public Works Department and of the Public Improvement Commission for the year ending December 31, 1956.

FISCAL

The total expenditures of the department for the year were \$22,540,853.59, of which \$3,290,795.44 represents water assessments levied by the Metropolitan District Commission, and \$694,456.14 represents Metropolitan District Commission sewer assessments.

The receipts of the Water Division totaled \$6,297,311.74, and the revenue derived from the operation of the Sumner Tunnel reached a record high of \$2,550,125.00.

The operation of the Sumner Tunnel resulted in a record-breaking surplus of \$1,133,528.35, and the surplus resulting from the sale of water amounted to \$271,990.01.

*For the Mayor
John B. Hynes
January 2, 1957*

LOAN ORDERS.

On May 15, 1956, a City Council order was approved by your Honor, which provided, under the provisions of section 7 of Chapter 44 of the General Laws, that the sum of \$2,000,000 be appropriated for the construction of public ways and the sum of \$1,000,000 be appropriated for the construction of sewerage works, and the sum of \$346,385.00 be appropriated for departmental equipment, and on November 6, 1956, that the sum of \$3,000,000 be appropriated for the construction of bridges.

STREET CONSTRUCTION WORK
State-Aid Program

Last year we completed a considerable amount of street reconstruction under the Chapter 90 State-Aid Highway Reconstruction Program. The following important main highways were constructed under the State-Aid Program:

Alford Street, from 450 feet north of Arlington avenue to Everett line.

Cummins Highway, from Harvard street to Mattapan square.

Dorchester street, from Dorchester avenue to Broadway.

Hyde Park avenue, from Walk Hill street to Metropolitan avenue.

Huntington avenue, from Tremont street to Brookline line.

River street, from Cummins Highway to Edgewater Drive.

Terminal street, from Medford street, northeasterly and easterly, 3,100 feet.

Washington street, from Egleston square to Forest Hills.

Grove street, from Spring street to Dedham line.

The total cost of the Chapter 90 Construction Program in Boston for the year 1956 was \$658,980.09, of which the State Department of Public Works, under the provisions of section 34 of Chapter 90 of the General Laws, paid 52.4 per cent, thereby presenting a substantial savings of \$344,912.66 to the taxpayers of Boston. It is planned to again conduct an extensive program of street construction under this chapter in 1957.

Non-State Aid Program

We also completed a major street reconstruction program, comprising extensive construction and reconstruction, in every section of the city. Several important traffic arteries resurfaced by the department during the year are listed as follows:

Adams street, Dorchester, from Bowdoin street to Dorchester avenue.

Beacon street, City Proper, from Park street to Tremont street.

Brookline avenue, City Proper, from Beacon street to Park Drive.

Causeway street, City Proper, from Nashua street to Leverett street.

Chelsea street, East Boston, from Bennington street to Chelsea Street Bridge.

Dudley street, Roxbury, from Centre street to Washington street.

Friend street, City Proper, from Causeway street to Merimac street.

Maverick street, East Boston, from Chelsea street to Orleans street.

Portland street, City Proper, from Hanover street to Merimac street.

Preble street, South Boston, from Old Colony avenue to Dorchester avenue.

South street, West Roxbury, from Washington street to Asticou road.

Traverse street, City Proper, from Portland street to Canal street.

Washington street, Roxbury, from Williams street to Zeigler street.

In continuation of our policy of replacing brick sidewalks with cement concrete in the older sections of the city, contracts during the year, totaling approximately \$110,000.00, were awarded for this work.

The following is a summarized financial statement of the expenditures made in 1956 for highway improvements:

Budgetary Item

Public Ways, Construction of (Loan Account)	\$2,495,543 42
Public Ways, Construction of (Revenue Account)	169,746 04
Reconstruction of Streets (including sidewalks)	56,660 48
Sidewalks, Construction and Reconstruction of	52,465 95
Total	\$2,774,415 89

The following is a summarized record of the highway improvement work done by the department in 1956:

Number of Streets Constructed or Reconstructed, 221.

Includes 40 new streets ordered laid out and constructed under the provisions of Chapter 393 of the Acts of 1906.

Miles of Streets Improved, 27.41.

Includes 6.14 miles of so-called Chapter 90 state-aid highway improvements.

Miles of Sidewalks Improved, 2.82.

In addition to sidewalk improvements included in the above-noted street improvements.

We also completed during the year the removal of 694 gas lamps, which were replaced with 750 2,500-lumen electric lamps. It is our intention to continue with this program in 1957.

SNOW REMOVAL

We were unfortunate during the past year in that 8 snowstorms of major proportions occurred, the three blizzards in March causing the most expense and trouble. Major storms were as follows: January 17—6.1 inches, February 18—6.7 inches, March 16—5.4 inches, March 19—13.2 inches, March 24—5.7 inches, April 8—3.1 inches, December 9—3.8 inches, and December 29—5 inches. Snow removal was performed by departmental forces and by contract forces and contractors' plows were hired for plowing following the aforementioned storms.

There are 748 miles of public streets that have to be plowed and maintained during the winter months. The department's fleet of thirty-seven (37) snow fighters was used to plow, sand and salt the streets of the downtown area. Most of the plowing work in the rest of the city was done by approximately 250 trucks rented on an hourly basis from contractors.

The cost of snow removal work for 1956 was \$1,333,-232.36.

BRIDGES

During the period September 14 to November 14, the Corps of Engineers, U. S. Army, permitted for a 60-day trial period a change in the operating regulations of the Charlestown, L Street, Summer Street, Northern Avenue and Congress Street bridges. The change in regulations are similar to those granted for the Broadway and Dover Street bridges in 1954 and provided for the bridges to be closed to navigation from 4:00 p.m. until 9:00 a. m. each day. It is expected that these regulations will be established in 1957 and will result in a future substantial savings to bridge operating costs.

A major part of the reconstruction of the approach spans of the Charlestown bridge under a contract awarded to Builders Iron Works was completed this year. Charles A. McGuire & Associates completed plans and specifications for the repair and renewal of the draw spans for this bridge including the operating mechanism and a contract in the amount of \$606,000 was awarded the Builders Iron Works. Work started November 27, 1956, and will be completed late in 1957.

SOUTH BAY INCINERATOR

On May 28, 1956, a contract was awarded to Geo. Allen & Sons for the furnishing of incinerator equipment including furnaces, waste-heat boilers, fly-ash controls and other appurtenances. Wash borings were made in August by the Raymond Concrete Pile Co. A contract for driving piles was awarded on November 7, 1956, to the J. F. White Contracting Co. in the amount of \$453,340. It is expected that the pile driving will be completed before April of 1957 when the building plans and specifications being prepared by Metcalf & Eddy, Engineers, will be ready.

NEW BUILDING

Holmes & Edwards, Architects, were engaged to prepare plans and specifications and supervise the con-

struction of a garage at the Highway Division's yard at Moreland Street, West Roxbury. The work is being done by Domenic Puleo at an estimated cost of \$55,500 and will be completed in 1957. An addition to the Highland Street Garage, Roxbury, to provide additional stock room space was completed this year by Kane & Diaferio Construction Co., at a cost of \$20,161.94.

PURCHASE OF EQUIPMENT

New equipment purchased during the year included four (4) carry-alls, thirty-six (36) sedans, twelve (12) $\frac{1}{2}$ -ton trucks, eleven (11) 1-ton trucks, one (1) 2-ton truck, twenty (20) $2\frac{1}{2}$ -ton trucks, thirty (30) 3-ton trucks, one (1) 5-ton truck, two (2) wreckers, one (1) bulldozer, one (1) grader, one (1) power mower, three (3) sewer cleaning machines, twenty-six (26) snow plows and three (3) salt spreaders.

PERSONNEL

There were 1,990 employees in the department as of December 31, as compared with 2,022 employees on January 1, 1956.

DETAILED REPORTS

Appended hereto are reports submitted by the Division Engineers, relative to the activities of their divisions in 1956 and also a report of the Public Improvement Commission describing its activities for the year 1956.

Respectfully submitted,

GEORGE G. HYLAND,
Commissioner of Public Works.

MAINTENANCE APPROPRIATIONS AND EXPENDITURES.

DIVISION OR SERVICE.	Total Appropriations, Including Transfers and Amounts Carried Over from 1955.	Expenditures.	Unexpended Balance.
Central Office	\$66,581 25	\$66,536 29	\$44 96
Automotive Division	769,808 80	768,700 16	1,108 64
Bridge Division	1,045,869 75	834,691 63	211,178 12
Highway Division	1,712,187 28	1,540,005 65	172,181 63
Lighting Service	1,520,081 97	1,506,630 87	13,451 10
Sanitary Division	4,871,683 07	4,843,072 44	28,610 63
Sewer Division	944,557 35	905,067 79	39,489 56
Sumner Tunnel	690,018 73	601,579 27	88,439 46
Survey Division	116,165 74	116,152 72	13 02
Water Division	2,606,646 49	2,212,603 54	394,042 95
Total	\$14,343,600 43	\$13,395,040 36	\$948,560 07

LOANS AND SPECIAL APPROPRIATIONS.

TITLE.	Total Amount Available.	Expenditures.	Unexpended Balance.
Bridges, Construction of (Non-Revenue).....	\$1,562,802 83	\$695,417 66	\$867,385 17
Construction of Buildings and Original Equipment and Furnishings Thereof (Non-Revenue).....	8,861 09	—	8,861 09
Incinerator Building Construction and Equipping (Non- Revenue).....	1,199,920 00	8,052 05	1,191,867 95
Public Ways, Construction of (Non-Revenue).....	3,072,939 58	2,495,543 42	577,396 16
Sewerage Works (Non-Revenue).....	804,248 02	628,216 16	176,031 86
Snow Removal (Revenue).....	1,333,332 36	1,333,332 36	—
Totals.....	\$7,982,103 88	\$5,160,561 65	\$2,821,542 23

The records of the department show that there are now 1,990 persons eligible for employment in the several divisions, and of that number 1,985 were upon the January 2, 1957 payrolls.

Grade and Number of Employees.

TITLE.	SERVICES.									Total.
	Central Office.	Automotive.	Bridge.	Highway-Lighting.	Sanitary.	Sewer.	Tunnel.	Water.	Survey.	
Commissioner.....	1									1
Division engineers.....			1	1	1	1		1		5
Chief engineers.....					1				1	2
Chief automotive engineer.....		1								1
Associate civil engineer.....	1									1
Assistant division engineer.....				1						1
Superintendents and assistants.....		1		2	1	1	1	2		8
District supervisors.....					14					14
Supervisors and assistants.....	1	2	1	2	1			2		9
Principal senior and civil engineers.....	1		9	16		22		4	11	63
Junior civil engineers.....			3	3		4		1	5	16
Senior engineering aids.....				12		3		2	6	23
Junior engineering aids.....				2					1	3
Senior public relations representative.....					1					1
Automotive and senior electrical engineers.....							2			2
Assistant electrical engineers.....				2						2
Chief pumping station engineer.....					1					1
Pumping station engineers and stationary engineers.....					4					4
General foremen.....		1			1					2
District foremen.....				14	7	5		5		31
Other foremen.....	10	1		3	1	2	5			22
Chief inspectors.....				1		2				3
Inspectors.....		1	3	56	71	17		18		166
Legal assistant.....								1		1
Chief electrician.....							1			1
Electrician operators.....				2		2	13			17
Executive secretary, P.W.D.....	1									1
Executive secretary and assistants.....								2		2
<i>Carried forward.....</i>	5	16	18	114	101	63	19	41	26	403

Grade and Number of Employees.—Continued.

TITLE.	SERVICES.									Total.
	Central Office.	Automotive.	Bridge.	Highway-Lighting.	Sanitary.	Sewer.	Tunnel.	Water.	Survey.	
<i>Brought forward</i>	5	16	18	114	101	63	19	41	26	403
Senior personnel officer and assistant	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Head administrative clerks.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Head clerks.....	.....	1	1	.....	1	1	.....	3	.....	7
Principal clerk and secretary.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Principal clerks, stenographers, account clerks, etc.....	2	2	3	10	3	4	1	8	4	37
Technical clerk.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Senior clerks, typists, stenographers, etc.....	2	5	1	4	3	2	.....	31	2	50
Clerk-stenographers, clerks, typists.....	1	.....	2	.....	1	1	.....	11	.....	16
Telephone operators.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Head cashier.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Senior cashier and cashiers.....	.....	.....	.....	1	.....	.....	4	1	.....	6
Principal storekeepers.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
Senior storekeeper and storekeepers.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
Chief water meter reader.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Supervisor and special water meter readers.....	.....	.....	.....	.....	.....	.....	5	.....	.....	5
Water meter readers and clerks.....	.....	.....	.....	.....	.....	.....	31	.....	.....	31
Sergeant tollmen guards.....	.....	.....	.....	.....	.....	.....	5	.....	.....	5
Tollmen guards.....	.....	.....	.....	.....	.....	.....	46	.....	.....	46
Supervisor, mobile guard.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Sergeants, mobile guard.....	3	.....	.....	.....	.....	.....	.....	.....	.....	3
Mobile guards.....	12	.....	.....	.....	.....	.....	.....	.....	.....	12
Drawtenders and assistants.....	.....	120	.....	.....	.....	.....	.....	.....	.....	120
Analytical chemist.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chief and senior investigators.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Estimators and investigators.....	.....	.....	7	.....	.....	.....	.....	.....	.....	7
Dispatcher.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Plumbers.....	.....	.....	.....	.....	.....	.....	21	.....	.....	21
Head photostat operator.....	.....	.....	.....	.....	.....	1	.....	.....	1	1
Photostat operators.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2
<i>Carried forward</i>	12	44	143	141	111	73	76	156	34	790

Grade and Number of Employees.—Concluded.

TITLE.	SERVICES.										Total.
	Central Office.	Automotive.	Bridge.	Highway.	Lighting.	Sanitary.	Sewer.	Tunnel.	Water.	Survey.	
Electric power operator.....	11	44	143	141	111	73	76	156	34	790	
Electric lighting and power operators.....										1	1
Sewer and drain.....						5					5
Verminusters and verminators.....			1	3		2		7			13
Rail roller operators.....				4	2						6
Working foremen.....		1	3	1	3	7	1	20			36
Swing screen operators.....						1					1
Firemen and others.....						11					11
Steamfitters.....				1							1
Repairmen and maintenance men.....	30	2	3	1	8	3	78				125
Crane operators.....									1		1
Maintenance mechanics and helpers.....		3			3			25			31
Carpenters and helpers.....			12		6	1		2			21
Welders.....			3		2						5
Painters.....			2	2	2	7	1				14
Pavers.....				45				1			46
Blacksmiths and helpers.....			1	15				1			20
Bricklayers.....					1	5		1			7
Sewer cleaners.....						16					16
Catch-basin machine operators.....						7					7
Heavy motor equipment operators.....	2		13	59	1	12	18				105
Motor equipment operators.....	4	5	45	109	25			26			214
Junior building custodian.....								1			1
Garage attendants.....	20						1				21
Laborers.....	22	1	181	287	22	5	44				482
Constables.....			1	6			3				10
Totals.....	12	131	169	361	615	184	199	384	35		1990

Number of Employees Actually Employed January 1, 1956, and January 1, 1957.

	Survey.	Tunnel.	Central Office.	Bridge.	Water.	Paving and Lighting.	Sanitary, Street Cleaning.	Sewer.	Automotive.	Total.
January 1, 1956.....	55	99	11	181	380	357	629	188	130	1,111
January 1, 1957.....	34	98	12	168	383	361	614	184	131	1,057

Total Eligible Force.

January 1, 1956.....	35	101	11	182	382	359	631	190	131	2,111
January 1, 1957.....	35	99	11	169	384	361	615	184	131	1,957

Appointments, Transfers, Resignations, Retirements, Deaths, etc., of Employees.

Died.	Retired.		Transferred to Other Departments.		Transferred to Other Services.		Resigned.		January 1, 1956.		January 1, 1957.	
	Transferred from Other Services.	Transferred to Other Departments.	Transferred from Other Departments.	Transferred to Other Services.	Retired.	Retired.	Resigned.	Resigned.	Transferred from Other Services.	Transferred to Other Departments.	Retired.	Appointed.
.....	.....	2	.....	.....	11	Central Office...	12	2	.....	.....	1	.....
1	4	1	2	.....	2	181	Automotive.....	181	4	3	.....	3
2	9	.....	1	.....	2	182	Bridge.....	169	1	.....	.....	.....
4	12	2	5	2	10	359	Highway.....	361	3	5	2	15
8	21	1	6	4	11	631	Sanitary...	615	7	7	2	12
1	10	1	3	.....	3	190	Sewer.....	184	3	.....	.....	9
.....	1	1	.....	.....	1	35	Survey.....	35	.....	.....	.....	3
.....	2	4	4	.....	3	101	Tunnel.....	99	2	1	.....	8
9	13	1	4	6	14	382	Water.....	384	3	1	.....	45
25	72	11	27	12	46	2,022	Totals.....	1,990	27	18	4	112

APPENDIX A

REPORT OF THE AUTOMOTIVE DIVISION
FOR THE YEAR 1956

To the Commissioner of Public Works.

DEAR SIR:

I am submitting herewith the annual report of the Automotive Division of the Public Works Department for the year ending December 31, 1956. This report covers the activities of the five garages, the Mobile Guard Section, and the Motor Patrol.

The quota of employees assigned to the Automotive Division was one hundred thirty-nine, but, due to vacancies, the number of employees averaged one hundred thirty-one. These employees were assigned to the following duties: One chief automotive engineer, in charge of the division; nine employees assigned to office work; four employees assigned to the stock room; three employees assigned to wreckers; forty-one employees assigned to repair work; thirty-seven employees assigned to maintenance of buildings, gasoline and oil dispensing, cleaning, watchmen's duties, and motor vehicle operation; and thirty-six employees assigned to the Mobile Guard Section which maintains a watch over Public Works Department property and equipment between the hours of 4.00 P.M. and 8.00 A.M.

The office maintained by the division at City Hall processed 2,048 requisitions in 1956, of which 1,217 were service orders, and 831 were purchase orders. A petty cash fund of \$300.00 was used to make about one hundred purchases a month, usually under \$3.00 each. The City Hall office reports the following expenditures from the 1956 appropriation:

Personal services	\$464,763	00
Contractual services	65,283	00
Materials and supplies	211,929	00
Rents and registration fees	12,522	00
Purchase of new equipment	12,184	00
	<hr/>	
	<u>\$766,681 00</u>	

An equipment loan of \$340,000.00 was issued in 1956 to purchase new automotive equipment, and from this loan, and Water Division and Snow Removal funds the following equipment was ordered:

For Sumner Traffic Tunnel:

- One wrecker
- One jeep

For Highway Division:

- One crawler tractor with angle dozer
- One diesel road grader
- Sixteen sedans
- Two International travelalls
- Twenty three-ton three-yard dump trucks
- One five-ton five-yard dump truck
- One power lawn mower

For Sewer Division:

- One half-ton pick-up truck
- Two International Travelalls
- One one-ton express truck
- One two-and-one-half-ton three-yard dump truck
- One three-ton three-yard dump truck
- Two two-ton two-yard dump trucks
- Two bucket machines (sewer cleaning)
- One sewer rodding machine (trailer)
- Miscellaneous sewer cleaning tools, sewer rodders, etc.
- Three sedans

For Sanitary Division:

- Thirteen sedans
- Eighteen two-and-one-half-ton three-yard dump trucks
- Nine three-ton twelve-yard ash body trucks
- Eight half-ton pick-up trucks
- Six Dempster-Dumpster rubbish containers

For Automotive Division:

- One wrecker
- One sedan
- Two half-ton pick-up trucks

For Bridge Division:

One half-ton pick-up truck
One two-and-one-half-ton lumber truck
Two sedans

For Water Division:

Ten express trucks
One sedan
One truck with hydraulic crane

From Snow Removal funds:

Three snow plows for heavy duty equipment
Twenty-three snow plows for trucks
Three Scotchman salt spreaders

A complete list of all automotive equipment is attached.

Several improvements to the buildings and equipment were made in 1956. We installed new lubrication equipment at the Highland Street garage, and we installed an air compressor at the Gardner Street dump. We changed the Albany Street garage from direct current to alternating current; this included the oil burner, the gas pumps, all doors, etc.

The building at Highland street used as the welding shop was improved by the installation of glass block windows, and the oil burner at Highland street was thoroughly overhauled. The addition to the stockroom was completed, and new bins were installed giving us twice the space we formerly had, and increasing stockroom efficiency.

The repair shop at Highland street performed approximately one hundred overhaul jobs, one thousand major repair jobs, and twelve thousand minor repair jobs, including tire repairs and lubrication check-ups.

The Mobile Guard and the Motor Pool operated in a satisfactory manner during 1956. The Motor Pool consists of one dispatcher, and nine drivers (one from the Automotive Division). The dispatcher makes all assignments to the drivers, and also has charge of the short-wave radio. Within the Public Works Department there are forty-one cars equipped with two-way radios. The Motor Pool assignments outside the Public Works Department consist of the following:

Institutions Department, conveying patients to Tewksbury, Long Island, and Nazareth.

Purchasing Department, conveying inspectors to sources of supplies.

Public Library, checking district libraries.

Election Department, conveying voting machine inspectors, and work on election day.

Assessing Department, Printing Department, Public Celebrations, and Mayor's Office, various assignments.

Real Estate Division, conveying city auctioneer to those locations where city-owned property is to be auctioned.

The Mobile Guard Section, with thirty-six men and four vehicles, patrolled the city, protecting Public Works Department property. The fifteen mobile guards are assigned to various shifts, 4.00 P.M. to 12.00 midnight, and 12.00 midnight to 8.00 A.M., as well as around the clock on Saturday, Sunday, and holidays. The guards inspect all yards, and, at each location, punch a Detex time clock. Watchmen are permanently stationed on locations where experience has shown that it is advisable to have a man present at all times to protect city property.

Respectfully submitted,

JAMES H. STEWART,
Chief Automotive Engineer.

NUMBER OF EACH TYPE OF AUTOMOTIVE EQUIPMENT
IN THE PUBLIC WORKS DEPARTMENT

Passenger cars	83
Trucks, half-ton	43
Trucks, 1 to 1½ ton	49
Trucks, 2 to 3 ton	137
Trucks, 5 to 8 ton	5
Compressor (mounted on trucks)	10
Trailer compressors	2
Crawler tractors	4
Street flushers	6
Sidewalk rollers	12
Street sweepers	26
Snow fighters	36
Snow loaders and bucket loaders	7
Front bucket loaders	21
Miscellaneous equipment	56
Total	497

VEHICLE ACCIDENT BREAKDOWN, 1950 THROUGH 1956

YEAR	January	February	March	April	May	June	July	August	September	October	November	December	Total	YEAR
1950,.....	23	31	21	22	13	18	3	13	19	15	19	20	217	1950
1951,.....	32	28	24	11	21	11	14	14	16	16	17	28	240	1951
1952*,.....	35	57	17	11	18	12	12	20	16	19	12	21	248	1952
1953,.....	24	29	21	17	18	21	19	9	21	16	14	9	221	1953
1954†,.....	42	16	13	13	11	19	15	14	20	8	11	24	191	1954
1955,.....	21	15	21	10	12	13	5	16	14	7	17	12	163	1955
1956,.....	21	26	46	20	7	12	6	13	8	11	15	12	197	1956

* Mayor's Automotive Advisory Committee, and Accident Review Board established 1952.

† Point system introduced by State Registry of Motor Vehicles.

APPENDIX B.

REPORT OF THE DIVISION ENGINEER OF
THE BRIDGE DIVISION.

To the Commissioner of Public Works.

DEAR SIR:

Submitted herewith is the annual report of the Bridge Division, covering the income, expenditures and operation of the Bridge Service and the Sumner Tunnel for the year ending December 31, 1956.

Respectfully,

JOHN J. McCALL,
Division Engineer,
Bridge Division.

I. BRIDGE SERVICE.

Summary of Budget Appropriations and Expenditures

	Regular Appropriation	Bridges, Repairs, etc.	BRIDGES, CONSTRUCTION OF	
			Revenue	Non-Revenue
Balance from 1955	—	\$133,867 76	\$70,448 60	\$1,762,802 83
1956 Appropriation	\$718,512 00	80,000 00	150,000 00	3,000,000 00
Total Credits	\$718,512 00	\$213,867 76	\$220,448 60	\$4,762,802 83
Transfers from	27,627 71	47,000 00	—	—
Total	\$690,884 29	\$166,867 76	\$220,448 60	\$4,762,802 83
Encumbrances	690,884 29	128,530 56	199,876 24	1,750,742 47
Unencumbered Balance	—	\$38,337 20	\$572 36	\$3,012,060 36

DETAILS OF EXPENDITURES ON TIDEWATER BRIDGES
TIDEWATER BRIDGES — 1956

Bridge	Draw-tenders' Salaries	Mechanics' Wages	Material	Repair Bills	Supplies, Utilities, Etc.	Total
*Broadway	\$14,642 11	\$3,688 00	\$96 34	\$317 51	\$290 62	\$19,034 6
Charlestown	70,703 86	3,553 91	573 14	1,598 87	1,615 29	78,045 0
†Chelsea South	26,429 87	2,278 28	61 50	25 35	413 38	29,208 3
Chelsea Street	53,803 87	3,257 10	76 61	1,686 18	877 85	59,707 6
Congress Street	44,049 67	4,883 65	382 73	131 98	903 70	50,351 7
*Dover Street	1,235 60	3,245 92	497 25	496 61	6 52	5,484 9
L Street	38,539 44	5,814 41	442 46	1,777 38	860 33	47,434 0
Malden	51,414 14	3,407 88	145 65	2,240 62	900 37	58,198 6
Northern Avenue	51,147 34	9,211 97	535 19	5,979 32	2,723 47	72,597 2
Summer Street	41,765 98	7,936 71	2,110 09	2,778 81	559 21	55,150 8
†Warren	—	1,326 81	183 78	1,450 20	2 00	2,962 7
Andrew P. McArdle	53,171 43	8,100 72	120 02	866 84	2,585 69	59,034 7
Totals	\$449,012 31	\$51,795 30	\$5,224 76	\$19,349 70	\$11,828 43	\$538,110 5

* Not operating as drawbridge but kept in operable condition for possible use during construction of Fitzgerald Expressway in Fort Point Channel area.

† Closed to highway traffic on August 21, 1956. Demolition started August 27, 1956, and was substantially completed by end of year.

‡ Closed to highway traffic on November 26, 1954, but kept operable for possible emergency use.

WATERBORNE TRAFFIC THROUGH DRAWBRIDGES — 1956

BRIDGE	Steamers	Tugs	Barges	Pleasure Craft	All Others	Total Vessels	Total Cargoes	Total Openings
Broadway*	0	100	0	2	100	202	84	2
Charlestown	4	36	254	22	20	336	93	284
Chelsea South†	6	157	12	0	72	247	43	185
Chelsea Street	402	3,354	1,337	0	237	5,330	933	2,468
Congress Street	100	998	324	8	139	1,569	241	860
Dover Street‡	0	100	0	2	100	202	82	2
Madden	4	657	619	543	193	2,016	329	1,551
McArdle	590	5,574	1,856	0	658	8,678	1,226	4,139
Northern Avenue	95	2,725	218	0	1,615	4,683	731	2,313
Summer Street (Fort Point Channel) . . .	42	932	255	0	129	1,408	241	722
Summer Street (Reserve Channel)	0	290	219	534	38	1,081	109	846
Totals	1,293	14,923	5,124	1,111	3,301	25,752	4,112	13,372

* Closed to waterborne traffic March 31, 1956.

† Closed August 21, 1956. Demolition completed by end of year.

‡ Closed to waterborne traffic March 31, 1956.

The Bridge Division maintained twelve drawbridges at the beginning of 1956. Three of these (Broadway, Dover Street and Warren Bridges) were not operated as such throughout the year; a fourth, Chelsea South Bridge, was closed to highway traffic on August 21, 1956, and the demolition of this bridge began on August 27, 1956.

Following is a list of the twelve drawbridges, showing their operating status as of the present writing:

Fort Point Channel

Broadway and Dover Street Bridges

Not operating as drawbridges, but are being kept in operable condition for possible use during construction of Fitzgerald Expressway in Fort Point Channel area.

Summer Street, Congress Street and Northern Avenue Bridges

Fully operating.

Reserved Channel

Summer Street (L Street) Bridge

Fully operating.

CHARLES RIVER

Charlestown Bridge

Fully operating. Will be closed to navigation for approximately 5 months during 1957, (May through September) to permit installation of new operating machinery.

Warren Bridge

Not operating. This bridge was closed to highway traffic on November 26, 1954; and the draw pulled off leaving the waterway open to navigation in operable condition as an emergency measure, pending the completion of the Charlestown Bridge reconstruction.

MYSTIC RIVER

Malden Bridge

Fully operating.

Chelsea South Bridge

This bridge was closed to highway traffic on August 21, 1956, (upon completion and opening of Terminal Street). Demolition of the bridge was commenced on August 27, 1956, and was substantially completed by the end of the year.

CHELSEA RIVER

Chelsea Street Bridge

Fully operating.

Andrew P. McArdle Bridge

Fully operating.

On June 30, 1956, Mr. John J. O'Neil, Head Clerk of the Bridge Division, retired after having completed 45 years in the service of the City.

Throughout the year 1956, one roadway of the Charlestown Bridge served to maintain traffic while the approach spans were being reconstructed. The upstream half of the bridge was completed as of 1956.

Highway traffic was then diverted from the downstream roadway to the new upstream roadway while the downstream half was reconstructed. The final deck slab was poured on December 28, 1956; and it is expected that finish pavement work, sidewalk reconstruction, etc., will be completed by early spring in 1957.

The reconstruction of the draw span was commenced under a separate contract, on November 27, 1956; and it is expected that work under this contract will be completed in October, 1957. A description of the work involved in the reconstruction of this bridge appears hereinafter.

It is tentatively planned that when the Charlestown Bridge project is substantially completed, Warren Bridge will be discontinued as a public highway and the bridge structure removed.

A study has been initiated to determine the possibility of eliminating the drawbridge at Summer street (L street) over Reserved Channel. Until such time as this possibility is thoroughly explored, the work of repairing or rebuilding the bridge has been deferred. Meanwhile, plans for the rebuilding of the South Boston approach trestle are being drawn; and an underwater inspection of the Boston approach trestle and the draw foundation is being scheduled to be done early in 1957.

The findings made under this inspection, together with the results of the study being made toward closing of the waterway above the bridge to navigation, will determine the manner of repairing or replacing the bridge.

The Dover Street and West Fourth Street Bridges are expected to be closed to highway traffic sometime in 1957, for a period of at least 6 months because of the Fitzgerald Expressway construction, in that area, which is expected to begin in 1957.

As part of the expressway project, the first two spans of the Dover Street Bridge nearest Albany street, are to be rebuilt by the Commonwealth. However, this will not be done until that part of Broadway Bridge which spans Lehigh street is rebuilt, which is also to be done by the Commonwealth as part of the expressway project. Traffic will be maintained over Broadway Bridge at all times, since the Lehigh street span will be rebuilt one-half at a time.

It is hoped that the remainder of the Dover Street Bridge as well as the three truss spans of the West Fourth Street Bridge (which were not lost in the fire of 1953) can be rebuilt at the time the expressway is under construction; inasmuch as such an improvement has been needed for many years.

The proposed rebuilding of the Summer Street Bridge over Fort Point Channel came nearer to realization with the authorization of a \$3,000,000 bond issue for bridge construction, which was approved by the City Council and Mayor in October, 1956.

However, because of the possibility that the American Sugar Refining Company may decide to relocate its refinery outside the Fort Point Channel, definite plans for the Summer Street Bridge rebuilding have been deferred pending such a decision; since the removal of the refinery could lead to the elimination of a draw-span in that bridge.

The Congress Street, Chelsea Street and McArdle Bridges are in first class condition.

Malden Bridge has been in need of rebuilding for many years; and it is expected that this improvement will be made possible by virtue of the Commonwealth undertaking the project in the near future.

In connection with the operation of the City's drawbridges, it should be noted that there has been a consistent decline in recent years in the volume of commercial and industrial types of waterborne traffic requiring drawbridge openings, with the exception of the oil traffic on the Chelsea River.

At the same time, the cost of operating and maintaining the drawbridges has steadily increased.

Following is an 11-year summary showing the yearly cost of operating each of our existing drawbridges, and the number of openings per year for each, through the period, 1946 to 1956, inclusive.

DRAWBRIDGE OPENINGS AND COST OF OPERATION FROM 1946 TO 1956 INCLUSIVE

YEAR	Summer Street	Congress Street	Northern Avenue	L Street	Charlestown	Malden	McArdle	Chelsea Street	Totals
1946	1,247	1,399	2,576	4,925	572	1,791	9,069	3,212	24,851
Openings.....	\$24,938	\$21,962	\$34,332	\$23,439	31	\$43,533	\$28,006	61	\$23,766 43
Cost.....	78	49	03	21		44	03	61	
1947	1,251	1,406	2,323	4,658	456	1,397	8,642	2,772	22,875
Openings.....	34,653	31,391	62	30,509	81	48,906	36	66	276,734 69
Cost.....	06	01		40		51			
1948	765	900	2,024	4,665	448	1,645	8,505	2,808	21,759
Openings.....	37,512	34,525	54	50,005	40	38,662	24	44	308,612 76
Cost.....	93					51	24		
1949	1,053	1,267	2,085	4,308	519	1,259	8,368	3,129	22,288
Openings.....	56,045	55,94	18	51,165	50	39,770	18	46,323	53
Cost.....	94			50		46	04	53	388,264 50
1950	1,077	1,084	2,511	3,014	635	1,595	4,098	3,573	17,587
Openings.....	47,442	39,889	89	59,264	31	45,812	41	47,112	30
Cost.....	25			31		31		30	355,460 85
1951	1,014	659	2,506	4,088	585	1,355	4,790	1,154	10,361
Openings.....	47,449	42	97	56,776	56	45,465	31	40	361,907 89
Cost.....									
1952	1,164	1,162	2,328	4,25	555	1,205	5,073	3,179	10,498
Openings.....	56,066	53,892	37	68,792	32	47,506	96	38	411,335 87
Cost.....	63			32		32			
1953	1,118	1,193	2,100	899	367	1,219	5,306	2,790	9,656
Openings.....	53,442	55,385	45	72,373	27	48,676	77	77	428,183 68
Cost.....	26			27					
1954	1,177	1,374	2,129	4,832	312	1,181	1,326	2,197	11,531
Openings.....	65,683	52,535	20	61,623	35	47,989	57	13	448,334 29
Cost.....	43			35		25			
1955	1,063	1,274	2,257	3,314	325	1,300	4,115	2,310	13,958
Openings.....	47,550	45,858	96	61,626	77	50,190	00	88	445,496 12
Cost.....	45			77					
1956	722	860	2,313	4,466	284	1,551	4,139	2,468	13,372
Openings.....	55,150	50,351	73	72,597	29	47,434	02	07	481,419 91
Cost.....	83			29					

* Closed for rebuilding March, 1950.

† Reopened August 22, 1954.

In addition to the cost factor, another problem related to the operation of drawbridges is that of highway traffic delays and disruption caused by bridge openings at times of heavy traffic loads, particularly in the area served by Northern avenue, Congress street and Summer street.

An effort to remedy this situation has been made through a petition to the Corps of Engineers, U. S. Army, for a change in regulations to permit closing certain bridges to navigation from 4.00 P.M. to 9.00 A.M. on weekdays except on 10-hour notice by shipping interests desiring an opening. Such regulations were put into effect by the U. S. Engineers for a 60-day trial period, ending November 14, 1956, on the following bridges:—

Summer St., Congress St. and Northern Ave. bridges over Fort Point Channel.

Charlestown Bridge over Charles River.

Summer St. (L St.) Bridge over Reserved Channel.

At the present time, these regulations are in effect at the Charlestown and Summer Street (Reserved Channel) bridges; and as regards the three bridges over Fort Point Channel, a final decision is expected by the U. S. Engineers early in 1957.

With reference to the inland and fixed bridges, there is a total of 80 such bridges, including footbridges, maintained in whole or in part by this department as follows:—

Maintained entirely by this department	49
Maintained jointly with New Haven RR	15
Maintained jointly with Boston & Albany RR	10
Maintained jointly with Boston & Maine RR	1
Maintained jointly with M.T.A.	1
Maintained jointly with Town of Winthrop	1
Maintained jointly with Town of Milton	2
Maintained jointly with Town of Watertown	1
Total	80

During 1956, the ownership and maintenance of the Charlesgate West bridge over Ipswich street, was transferred to the Metropolitan District Commission in accordance with Chapter 581, Acts of 1956.

The Rivermoor Street bridge in West Roxbury, over the old Cow Island Pond sluiceway, was removed in connection with the construction of Rivermoor street and Charles Park road.

The Chelsea Viaduct (over the Mystic Docks) which formerly connected the Chelsea South and Chelsea North bridges, was demolished and removed by the Boston & Maine Railroad at the time of the demolition of the Chelsea South bridge by this department.

On November 15, 1956, bids were received for the rebuilding of the Massachusetts Avenue bridge over the New Haven Railroad; and a contract was awarded on December 17, 1956, to the Builders Iron Works, the low bidder, in the amount of \$143,854.75.

This improvement will result in the elimination of the existing through girder type of bridge and provide for a single, clear roadway at this heavily traveled site. Work is expected to commence in the spring of 1957, and to be completed in six months.

The rebuilding of Winthrop Bridge over Belle Isle Inlet, is scheduled for 1957 under a contract awarded by the Massachusetts Department of Public Works in October, 1956. The City of Boston and Town of Winthrop will share the cost of this project with the Commonwealth as follows:—

Commonwealth of Massachusetts	60%
City of Boston	24%
Town of Winthrop	16%
	100%

The estimated cost of rebuilding is \$133,000.00.

An inspection of the steelwork of the Boylston Street Bridge over the Boston & Albany Railroad was completed in December, 1956, under the supervision of the W. A. Fisher Co., Inc., Consulting Engineers, who were engaged for the purpose. An engineering report based on this inspection will be submitted in the very near future; and inasmuch as this bridge is in need of

redecking, it is intended to install a permanent type, concrete filled, steel deck, if the structural condition of the bridge warrants.

The Broadway Bridge over the Boston & Albany Railroad is in poor condition and should be rebuilt. To this end, the department has requested that the City officially petition the Department of Public Utilities to approve an order for the rebuilding of the bridge.

Major Construction Work and Repairs

A description of the major improvements and more important work undertaken in 1956 by the Bridge Service is as follows:

Reconstruction of Charlestown Bridge Over Charles River (Draw Span Only)

Bids were received May 24, 1956, for the reconstruction of the draw span of the Charlestown Bridge over Charles River and the contract was awarded to Builders Iron Works the low bidder.

The work to be done consists of stripping the entire draw span of existing wearing surface materials; installing a new steel floor beam and stringer system; installing new steel roadway and sidewalk grating and railings; replacing existing hydraulic operating machinery with new toggle end lift mechanism; installing a complete new electrical system; demolishing existing drawtender's house; erecting a new drawtender's house and control house; cleaning and painting all exposed metalwork.

Work commenced November 27, 1956, and it is expected it will be completed in the fall of 1957.

Estimated cost of this work is \$606,244.00.

Reconstruction of the Superstructure of the Massachusetts Avenue Bridge Over the New York, New Haven & Hartford Railroad

Bids for this project were received on November 15, 1956.

A contract was awarded to the low bidder, the Builders Iron Works, in the amount of \$143,854.75.

The work to be done consists of removing the entire present superstructure and parapet walls on the present abutments; the new bridge will consist of steel stringers, concrete filled steel grating sidewalks, reinforced concrete roadway and a bituminous roadway wearing surface.

Work will commence in the spring of 1957 and it is expected it will be completed in the fall of 1957.

Removing and Disposing of the Superstructure and Draw-tender's House of the Chelsea Bridge South over the South Channel of the Mystic River

After the city had completed the construction of Terminal street, Charlestown, there was no further need for the above mentioned bridge.

After receiving publicly advertised bids, a contract was awarded to the Builders Iron Works, low bidder, to demolish the entire superstructure and the draw-tender's house, and construct a new, heavy duty, steel beam barrier, with warning signs and reflectors, and a wire mesh fence at the dead end of Chelsea street.

Work commenced August 27, 1956, and was substantially completed by the end of the year, at a cost of \$17,640.00.

Redecking and Repairing the Perkins Street Footbridge over the Boston & Maine Railroad

Under a contract awarded in January, 1956, to the Builders Iron Works, new steel stairways were constructed at the subject footbridge and the walkway was replanked.

Work commenced April 4, 1956, and was completed May 25, 1956, at a cost of \$9,818.43.

Deck Repairs of Broadway Bridge over the Boston & Albany Railroad

Due to the dangerous condition of the northerly side of the bridge deck a contract was entered into with the Albert C. Graglia Company to make the necessary repairs.

Because of very heavy vehicular traffic on normal work days, all work had to be done on weekends when the area to be repaired was closed to traffic.

The main roadway of the northerly side of the bridge was stripped of all bituminous concrete and wood plank surfacing; and defective stringers and underplank removed. New stringers and underplank were placed and an asphalt plank wearing surface installed.

Work commenced August 4, 1956, and was completed September 2, 1956, at a cost of \$22,742.25.

Reconstruction of Downstream Sidewalk of the Milton Bridge over the Neponset River

To eliminate a hazardous condition of the existing wood plank wearing surface on the downstream sidewalk of the Milton Bridge, the subject work was advertised and a contract awarded to Martin J. Kelly Company, Inc., low bidder.

The work consisted of removing the old wearing surface planking and wooden stringers; removing and resetting the metal bridge railing; and constructing a new reinforced concrete sidewalk with high curbs and cleaning and painting the fence.

Work commenced September 17, 1956, and was completed October 17, 1956, at a cost of \$7,459.27.

Emergency Replacement of Main Drive Shaft of the Chelsea Street Bridge over Chelsea River

An emergency contract was negotiated with the General Ship and Engine Works, Inc., to make repairs to the operating machinery of the subject bridge.

The defective main drive shaft (downstream unit) was removed and taken to the shop where the existing pinion gears, brake drums, etc. were removed. A new drive shaft was furnished including all machinery and shop work, with the existing pinion gears, brake drums, etc., being pressed into place. The new drive shaft was then installed in place, with several test openings being made to insure proper operation.

Work commenced on May 28, 1956, and was completed August 16, 1956, at a cost of \$2,974.74.

Emergency Repairs to the Operating Machinery of the Chelsea Street Bridge over the Chelsea River

Because of the defective operation of the Chelsea Street Bridge drawspan due to a broken section of operating rack, a contract was negotiated with the General Ship and Engine Works, Inc., to make the necessary repairs.

The existing broken starting rack was removed and a new starting rack, furnished by the City, was installed.

Work was commenced March 17, 1956, and completed April 26, 1956, at a cost of \$2,750.

Repairing Masonry Piers and Abutments of the Northern Avenue Bridge over Fort Point Channel

As a result of a thorough inspection by engineers of the Bridge Division, it was deemed necessary to repair the subject bridge piers and abutments by means of pointing and pressure grouting. The work was advertised and a contract was awarded to the South Shore Waterproofing Company, low bidder, to accomplish the above mentioned repairs.

Work commenced September 24, 1956, and was completed October 25, 1956, at a cost of \$1,679.24.

Repairs to Certain Pilework at Malden Bridge over the Mystic River

A contract was entered into with the James B. Rendle Company to make repairs to certain pilework of the Malden Bridge.

Defective piles were strengthened by fitting new double 6" x 12" intermediate caps with new 12" x 12" posts placed between the new intermediate caps and the existing girder caps.

Work commenced November 14, 1956, and was completed November 19, 1956, at a cost of \$2,260.24.

Cleaning and Painting All Exposed Metalwork of the Blakemore Street, Cummins Highway, Belgrade Avenue, and Brooks Street Bridges

Bids for this work were received on October 18, 1956, and a contract awarded to the R. & F. Painting Co., low bidder.

Work commenced on December 3, 1956, but due to weather conditions work has been suspended until the Spring of 1957.

The estimated cost of this work is \$2,650.00.

Furnishing Inspection Services During Erection and Connection of Structural Steelwork, Using High Strength Bolts on the Approach Spans of the Charlestown Bridge over the Charles River

In connection with the reconstruction of the Charlestown Bridge approach spans, wherein the use of high tensile strength bolts was allowed instead of conventional rivets for making structural field connections, a contract was negotiated with the Carney Construction Co., Inc., to supply all the necessary technical services required to make a complete and thorough examination and inspection of the work involving the installation of steelwork with high tensile strength bolt connections.

Work was commenced April 23, 1956, and completed December 13, 1956, at a cost of \$2,500.00.

Yard Forces

The maintenance force of the Bridge Service is utilized in various repair operations of both emergency and routine nature in repairs to bridge roadway decking, sidewalks, fender piers, retractile bridge tracks, stairways, railings and pertinent facilities.

Other work included erecting and repairing barricades at snow dumps, dead end locations, painting of roadway gates, fences, machinery houses, etc.; removing and replacing counterweight elements on bascule bridges; and cleaning bridge sidewalks and stairways of ice and snow.

Minor repairs to the various mechanical and electrical facilities of the drawbridges were made by the maintenance mechanics and electrician.

WORK DONE FOR OTHER DIVISIONS BY THE BRIDGE DIVISION

*Sanitary Division**Repairs to Victory Road Disposal Station*

The Bridge Division prepared the specifications and furnished the engineering and inspection services required to make the necessary repairs.

The work consisted of repairing the foundation at the rear of the building, and included removing old piles, driving new piles, placing new girder caps and cross bracing, and cleaning and painting the steel floor system.

Incidental work included erection of a wire mesh fence at the site to close off access to the open area under the building at the shore line, thereby eliminating a hazardous condition.

A contract was awarded to C. A. Foley to make the necessary repairs.

Work commenced October 8, 1956, and was completed October 20, 1956, at a cost of \$6,660.69.

II. SUMNER TUNNEL.

1956 BUDGET SUMMARY

CREDITS:

Regular Appropriations, 1956	. . .	\$683,830 00
Balance from Previous Year	. . .	6,188 73
Pensions	. . .	48,290 72
<hr/>		
Total Credits	. . .	\$738,309 45

DEBITS:

Expenditures — 1956	. . .	\$601,579 27
Balance to Next Year	. . .	28,924 02
Pensions	. . .	48,290 72
<hr/>		
Total Debits	. . .	\$678,794 01

Unexpended and Unencumbered Balance	. . .	\$59,515 44
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SUMMARY OF 1956 TRAFFIC BY CLASSIFICATION

Class	Toll	DESCRIPTION	No. of Vehicles
1.	\$0 20	Truck not in excess of 2 tons capacity.	
		Tractor without trailer	428,538
2.	0 20	Passenger car	12,018,285
3.	0 20	Motorecycle	2,312
4.	0 25	Truck over 2 tons and up to 5 tons capacity.	
		Tractor with trailer over 2 tons and up to 5 tons capacity	58,328
5.	0 20	Passenger car with trailer	18,462
6.	0 35	Truck over 5 tons and up to 10 tons capacity.	
		Tractor with trailer over 5 tons and up to 10 tons capacity	20,025
7.	0 20	Tractor with trailer not in excess of 2 tons capacity	3,105
8.	1 00	Truck over 10 tons capacity	1,755
9.	0 35	Bus with or without passengers	2,963
*	Reserved Lane		182,953
<hr/>			
Total traffic			12,736,726

* M.T.A. and Eastern Massachusetts Railway buses included in this classification.

7,475 M.T.A. and 75,846 Eastern Massachusetts Railway buses at 35 cents included in this total.

COMPARATIVE 5-YEAR SUMMARY OF OPERATION, FROM
1952 TO 1956, INCLUSIVE

	1952	1953	1954	1955	1956
Vehicular Traffic:					
Total number of vehicles....	9,583,972	10,835,674	11,080,966	12,094,107	12,736,7
Monthly average.....	798,664	902,973	923,414	1,007,842	1,061,3
Weekly average.....	184,307	208,378	212,513	231,945	244,5
Daily average.....	26,186	29,686	30,359	33,135	34,8
Power Consumption:					
Total kilowatts.....	4,582,488	4,966,604	4,527,315	5,236,214	5,614,0
Financial Results:					
Operating expenditure.....	\$541,705 30	\$591,327 09	\$595,127 07	\$585,650 61	\$649,869
Balance to next year.....	24,679 45	16,591 87	3,925 18	6,188 73	28,924
Interest requirements.....	683,105 13	687,494 39	740,213 05	760,100 00	743,991
Refunded tolls.....	65 25	410 60	122 85	98 60	.....
Total Expenses.....	\$1,249,555 13	\$1,205,853 95	\$1,339,388 15	\$1,395,093 63	\$1,422,785
Receipts.....	\$1,932,619 83	\$2,172,410 00	\$2,221,195 00	\$2,413,231 59	\$2,550,125
Balance from previous year...	13,135 89	24,679 45	16,591 87	3,925 18	6,188
Total Receipts.....	\$1,945,755 72	\$2,197,089 45	\$2,240,786 87	\$2,417,156 77	\$2,556,313
Net Result.....	\$696,200 59 (Excess)	\$901,235 50 (Excess)	\$901,398 72 (Excess)	\$1,022,063 14 (Excess)	\$1,133,528 (Excess)

Under the provisions of Chapter 465, Acts of 1956, which created the Massachusetts Port Authority, it was expected that control of the Sumner Tunnel would pass to the new Authority before the end of 1956.

However, this did not occur and it is expected that the tunnel will not be so transferred until some time in 1957; accordingly, the city petitioned the Massachusetts Department of Public Utilities for approval of extending the existing toll rates for six months beyond December 31, 1956. The petition was amended at the hearing to extend the existing rates for a full year, to December 31, 1957, unless otherwise previously changed in accordance with the law. The petition was so approved.

The total traffic for the year 1956 amounted to 12,736,726 vehicles. This figure sets a new and all-time

high record since the opening of the tunnel on June 30, 1934, and an increase of traffic over the previous year of 1955 of 642,619 vehicles.

The record high day of traffic for a 24-hour day occurred May 27, 1955, when the daily traffic amounted to 39,536 cars. This year the record high day was on June 14, 1956, when 41,130 cars passed through the tunnel in a 24-hour period, setting a new all-time high daily record.

All of the electrical and mechanical equipment and all machinery throughout the tunnel is in good operating condition. All equipment is under a daily routine of maintenance and inspection, and any repairs or adjustments or replacements that may be required for efficient operation are made as required.

CONTRACTS AWARDED IN 1956

1. Repairs to Granite Block Roadway

During the year 1956, 980 yards of granite block pavement were removed and relaid by the Eastern Roads Company at a cost of \$13,576.00. All of this work was performed after midnight and before 7.00 A.M. and with no interference with vehicular traffic.

2. Drainage System

The surface drainage system of the Sumner Tunnel consists of three separate sections—Boston Plaza section, East Boston Plaza section, and the tunnel section. During the past year this work was completed by the Albany Contracting Company for the sum of \$1,697.00. The work performed under this contract consisted of cleaning out the entire drainage system, including removing and disposing of all waste material, as required in written specifications covering this work.

3. Cleaning Drop Inlets and Sand Traps

An Invitation Bid was awarded to the Bennington Construction Company for the furnishing of all labor and tools, equipment, etc., to clean out and remove all

dirt, sand, etc., from 72 drop inlets, 2 sand traps, and from the 6-inch pipe connecting the drop inlets and the sand traps, for the sum of \$650.00.

4. Cleaning Exhaust Air Ducts, Exhaust Fan Rooms in Ventilation Buildings

During the past year a contract was awarded to the Albany Contracting Company to clean the entire exhaust air duct and all the exhaust fan rooms, for the sum of \$2,033. This work is performed each year in order to maintain the efficiency of the ventilation system.

5—Rodding Ducts, Cleaning Chambers

In anticipation of installing a new control cable during the year 1957, a contract was made with Hugh Nawn, Inc., to furnish all labor, and materials, tools and equipment to complete the following work of removing all splicing chamber covers, cleaning 13 splicing chambers, and rodding and cleaning 4,553 linear feet of 3½-inch fibre duct for the sum of \$1,600. This work was performed between the hours of 1.30 A.M. and 5.30 A.M., and with no interference to vehicular traffic.

6—New Control Cable

Specifications were written and a contract awarded to Grainger-Rush Company of Boston to furnish and supply 4,850 feet of 259 conductor, No. 19 copper, polyethylene and plastex jacketed cable.

This new control cable is to replace one of the original 259 conductor, lead and latox cables that was installed in the tunnel in 1934.

This cable will be installed some time during the year 1957.

7—Testing Relays, Adjusting Circuit Breakers

Each year an order is issued to the Boston Edison Company to check and adjust all power relays for correct operation, test and sample the oil in all circuit

breakers and transformers for the proper oil viscosity, adding oil or replacing it as needed. The estimated cost of this work amounted to \$1,500.

8—Painting, Cleaning Ventilation Equipment

A contract was awarded to the Joseph and Nicholas Bello Company to clean and paint the ventilation equipment in the two Ventilating Buildings. There are 14 fans in each building, i.e., 7 blower fans and 7 exhaust fans. All work is to be done in accordance with written specifications covering this work, all for the sum of \$7,941. This work will be completed in 1957.

APPENDIX C

REPORT OF THE DIVISION ENGINEER OF
THE HIGHWAY DIVISION

To the Commissioner of Public Works.

DEAR SIR:

The following report of the income, expenditures, and operation of the Highway Division of the Public Works Department is hereby submitted for the year ending December 31, 1956.

Respectfully submitted,

RUTHFORD J. KELLEY,
Division Engineer, Highway Division.

HIGHWAY DIVISION

PAVING SERVICE
SUMMARY OF BUDGET APPROPRIATIONS

APPROPRIATION.	Total Credits.	Expenditures.	Balance Unexpended.
Paving Service	\$1,712,187 28	\$1,540,005 65	\$172,181 63
Reconstruction of Streets	77,232 82	56,660 48	20,572 34
Public Ways, Construction of (Revenue)	176,084 08	169,746 04	6,338 04
Public Ways, Construction of (Non-Revenue)	4,072,939 58	2,495,543 42	1,577,396 16
Sidewalks, Construction and Reconstruction of	193,681 67	52,465 95	141,215 72
Street Signs	10,236 65	6,201 12	4,035 53
Snow Removal	1,333,232 36	1,333,232 36	None

In the Permit Office, the following income was received for 1956:

Signs, marquees, etc.	. . . . .	\$70,850 90
Sidewalk Licenses	. . . . .	24,177 15
Rents	. . . . .	5,896 70
Notifications	. . . . .	150 00
Driveway Applications	. . . . .	1,036 00
Permits (Chapter 27 of Ordinances)	. . . . .	51,384 37
Deposits for Street Openings	. . . . .	96,538 68
 Total revenue received	. . . . .	\$250,033 80

NUMBER OF PERMITS AND LICENSES ISSUED FOR 1956

Signs, etc.	. . . . .	10,516
Sidewalk licenses	. . . . .	380
Street openings (deposits)	. . . . .	666
Permits (occupation and street opening)	. . . . .	5,644
Public utilities (street openings)	. . . . .	2,998
City departments (street openings)	. . . . .	1,220
Driveway applications	. . . . .	500
 Total	. . . . .	21,924

Money received from permittees and charged to the Street Opening Account was spent for repairs of openings for drains and water services (new) during 1956 to the amount of \$45,500.

The regular forces of the Paving Service were employed as usual in the maintenance of public streets, resurfacing and patching macadam pavements, patching permanent pavements, such as asphalt and granite block, and maintaining gravel, brick, and artificial stone sidewalks.

In the snow removal season, division forces were employed in spreading rock salt and sand on icy streets and also supervised plowing work throughout the city by 250 contractors' hired plows after snowstorms. All snow removal bills for plowing, hauling, force account work, cubic yard removal, etc., were processed through the Paving Service office.

The following work was done in placing new street signs and replacing and repairing existing street signs:

Erected 193 4-inch street signposts.

Erected 15 new hero square signs for dedication.

Replaced 121 hero square signs.

Installed 729 new street signs.

Removed 411 old hand-painted signs, damaged baked-enamel signs and obliterated signs.

Repaired and straightened 265 bent or broken street signposts (4-inch type).

Repaired 310 broken street sign frames.

Welded 69 4-inch street signposts.

Repaired 509 street sign frames, collars, and brackets on 4-inch street signposts and light poles.

Removed 156 pieces of rope, wire, old tires, etc., from 4-inch street signposts and light poles.

Installed 563 street sign frames.

Installed 448 street sign collars on 4-inch street signposts and light poles.

Installed 137 adapters on wooden poles.

Installed 164 4-inch acorns on 4-inch street signposts.

Installed 138 "Private Way" signs on 4-inch street signposts.

Removed —

77 "Private Way" signs from 4-inch posts and light poles because of the change to public ways.

Painted —

- 911 4-inch street signposts
- 1,043 street sign frames
- 898 4-inch acorns on 4-inch posts
- 942 street sign collars on street signposts and light poles

Installed —

- 14 directional signs on 4-inch posts

Washed and cleaned —

- 576 street sign name plates

Painted —

- 183 blanks for temporary name plates

Contracts were awarded for the construction and reconstruction of 142 streets during the year, and 104 of these were completed. Work was also completed on 73 streets which were unfinished from 1955. Contracts were awarded for the construction of sidewalks in 38 streets, and 13 of these were completed. Sidewalk work was also completed on 20 streets which were unfinished from 1955.

Some of the more important thoroughfares on which reconstruction work was completed in 1956 are as follows:

Alford street, from 450 feet north of Arlington avenue to Everett line.

Cummins Highway, from Harvard street to Mattapan square.

Dorchester street, Dorchester avenue to Broadway.

Hyde Park avenue, from Walk Hill street to Metropolitan avenue.

Huntington avenue, from Tremont street to Brookline line.

River street, from Cummins Highway to Riverside Drive.

Terminal street, from Medford street to northeasterly and easterly for 3,100 feet.

Washington street, Egleston square to Forest Hills.

Grove street, from Spring street to Dedham line.

Adams street, Bowdoin street to Dorchester avenue.

Beacon street, Park street to Tremont street.

Brookline avenue, Beacon street to Park Drive.

Causeway street, Nashua street to Leverett street.

Chelsea street, Bennington street to Chelsea Street Bridge.

Dudley street, Centre street to Washington street.

Friend street, Causeway street to Merrimac street.

Maverick street, Chelsea street to Orleans street.

Portland street, Hanover street to Merrimac street.

Preble street, Old Colony avenue to Dorchester avenue.

South street, Washington street to Asticou road.
Traverse street, Portland street to Canal street.
Washington street, Williams street to Zeigler street.

The following is a list of streets constructed and reconstructed and sidewalk work done by contract in the various wards of the city in 1956:

Ward 1 — Drumlin road, Harmony street, Marion court, Montmorenci avenue, Haynes street, Maverick square, Maverick street, Webster street, Meridian street (corner cutback and traffic island).

Ward 2 — Terminal street, Austin street (corner cutback), Alford street (chapter 90), Chelsea street (corner cutback), Monument street (roadway widening), Park street and City square (radius change).

Ward 3 — Dock square, Cambridge street, Dorchester avenue, Mt. Washington avenue, Ash street, Bristol street, Broadway (chain-link fence), Post Office square, Beacon street, Causeway street, Friend street, Jolin F. Lindsay square, Market street, Portland street, Traverse street, Sudbury street, Merrimac street, Province court, Broadway, Harrison avenue, India street, Kneeland street, Atlantic avenue, Court square, Hawley street, Franklin street, Atlantic avenue (corner cutback).

Ward 4 — Boylston street, Massachusetts avenue, Belvidere street, St. Cecilia street, Francis street (roadway widening), Leon street (corner cutback), Joslin road.

Ward 5 — Charles street, Mt. Vernon street, Walnut street, Pinckney street (sidewalks), River street (sidewalks), Clarendon street and Boylston street (corner cutback), Stuart street and Broadway (corner cutback), Commonwealth avenue, Brookline avenue and Beacon street (corner cutback and traffic island), Jersey street, Boylston street, Massachusetts avenue, Tremont street, Chestnut street, Charles and Boylston streets (install traffic island).

Ward 6 — Melcher street, Granite street, Dorchester street, Bowen street, E street, H street, Tudor street, O street.

Ward 7 — Dorchester street, Harrow street, Eastman street, Humphreys street, Columbia road, E street, O street, Boston street (safety barriers), East Sixth street (safety barriers), Father Anthony Songin Way (chain-link fence).

Ward 8 — Albany street, Harrison avenue, Wareham street, East Concord street, Warren street, Washington street, Massachusetts avenue (corner cutback), Worcester square (roadway widening).

Ward 9 — Warren street and Zeigler street (corner cutback), Dudley street, Warren street, Washington street.

Ward 10 — Centre street (sidewalks), Heath street (sidewalks), Huntington avenue (chapter 90), Ellingwood street (chain-link fence), St. Alphonsus street.

Ward 11—Washington street (sidewalk narrowing), Ackley place, Bancroft street, Boynton street, Hall street, Jamaica street, Marmion street, Minton street, Montebello road, Meehan street, Highland street (chain-link fence), Granada park, Hampstead Lane, Rocky Nook terrace, Washington street (chapter 90), Columbus avenue (chapter 90), Child street, Morton street, St. Joseph street, Forest Hills street.

Ward 12—Langford park.

Ward 13—Mt. Vernon street, Grampian Way.

Ward 14—Brookview street, Stratton street, Wilcock street, York street, Blue Hill avenue at Talbot avenue (traffic island), New England avenue, Woodrow avenue.

Ward 15—Dorchester avenue, Everton street, Juliette street, Mt. Ida road, Homes avenue (sidewalks), Adams street.

Ward 16—Hilltop street and Crockett avenue (corner cutback), Victory road, Dix street, Parkman street.

Ward 17—Peacevale road, Wilmington avenue, Manchester street, Milton avenue (sidewalks), Maryknoll street, Tanglewood road, Wichita terrace, Woodrow avenue.

Ward 18—Austin street, Fairmount avenue, Glenwood avenue, Perkins avenue, Pleasant street, Vose avenue, Westminster street, Hyde Park avenue (chapter 90), Alwin street, Cheryl Lane, Stonehill road, Stonehill terrace, Alabama street, Itasca street, Savannah avenue, Mildred avenue (sidewalk narrowing), Milton street (chain-link fence), Cummins Highway (chapter 90), River street (chapter 90), Ayles road, Edwardson Street Extension, Ellard road, Frazer street, Lewiston street, Brush Hill terrace, Farwell avenue, Maryknoll street, Maryknoll terrace, Mildred Avenue Extension, New Bedford street, Brockton Street Extension, Winthrop street, Harvard avenue, Cedrus avenue, Como road (roadway widening).

Ward 19—Bussey street (roadway widening and traffic island), South street.

Ward 20—Emmondsdale road, Walworth street, Woodard road, Park street, Washington street, Brahms street (sidewalks), Knoll street (sidewalks), Pelton street (sidewalks), Yorktown street (sidewalks), Westmount avenue (sidewalks), Wren street (sidewalks), Brucewood street, Laurie avenue, Pomona avenue, Sparrow street, Rickerhill road, Brownson terrace, Cricket Lane (safety barriers), Walworth street (safety barriers), Bussey street (roadway widening and traffic island), Cricket Lane (sidewalks), Primrose street, Grove street (chapter 90), New Haven street.

Ward 21—Dustin street, Nottinghill road, Commonwealth avenue, Harvard avenue, Thorndike street, Beacon street (roadway widening).

Ward 22—Dustin street, Caltha road, Guest street (roadway and corner cutbacks), Brooks street (safety barriers).

WORK DONE BY CONTRACT IN 1956

ITEM	Quantity
Excavation, earth and services	54,819 cubic yards
Excavation, rock	1,782 cubic yards
Bank gravel	53,725 tons
Crushed stone for edgestone	2,246 tons
Base removed	11,726 square yards
Pavement removed	41,819 square yards
Edgestone, straight	27,213 linear feet
Edgestone, circular	4,790 linear feet
Corners	965 each
Edgestone, reset and/or relocated	54,687 linear feet
Edgestone, hauled	6,629 linear feet
Macadam base (crushed stone)	15,743 tons
OA asphalt	153,471 gallons
Concrete base	5,422 cubic yards
Concrete, backing up sidewalks	7 cubic yards
Bituminous concrete base for roadways	38,263 tons
Bituminous concrete top for roadways	31,142 tons
Bituminous concrete base for sidewalks	1,721 tons
Bituminous concrete top for sidewalks	1,529 tons
Sheet asphalt top	1,780 tons
Artificial stone sidewalks	790,731 square feet
Artificial stone driveways	71,463 square feet
Loam spaces	3,815 square yards
Loam in back of sidewalks	541 cubic yards
Covers reset	3,335 each
Catch basins or manholes rebuilt	92 each
Catch basins or drop inlets built	64 each
Street sign posts set or reset	367 each
Parking meters reset	171 each
Stone bounds	111 each

TOTAL PAVEMENT

437,492 square yards of bituminous concrete pavement
 25,020 square yards of sheet asphalt pavement

YEARLY REPORT OF WORK DONE BY DEPARTMENT
 FORCES FOR 1956

Brick sidewalks, laid and relaid	3,675 square yards
Gravel sidewalks, relaid	1,166 square yards
Artificial stone sidewalks, laid (new)	15,727 square feet
Artificial stone sidewalks, relaid (old)	106,488 square feet
Bituminous concrete sidewalks	8,727 square yards
Block gutters	10 square yards
Artificial stone sidewalks, patched with black top	10,355 square feet
Edgestone reset (old)	3,201 linear feet

TABLE SHOWING LENGTH AND AREA OF PAVING ON ACCEPTED STREETS, CORRECTED TO JANUARY 1, 1957.

	LENGTH IN MILES.											AREA IN SQUARE YARDS.										
	Sheet Asphalt.	Asphalt Concrete.	Granite Block.	Wood Block.	Plank on Bridges.	Brick.	Concrete.	Macadam.	Gravel.	Not Graded.	Totals.	Sheet Asphalt.	Asphalt Concrete.	Granite Block.	Wood Block.	Plank on Bridges.	Brick.	Concrete.	Macadam.	Gravel.	Net Graded.	Totals.
Year 1955 Report	235.10	316.67	40.45	0.17	0.35	0.50	20.72	129.95	8.77	0.97	743.33	4,735,490	6,205,924	714,977	3,056	9,244	8,867	421,437	2,092,022	152,948	31,463	14,373,428
Per Cent	31.63	42.60	4.05	0.02	0.05	0.07	2.79	17.48	1.18	0.13	100.00	32.94	43.17	4.98	0.02	0.07	0.06	2.93	14.55	1.06	0.22	100.00
JANUARY 1, 1957.																						
City Proper...	49.63	30.14	9.31	0.06	0.09	0.31	3.01	2.72	0.30	...	95.57	1,106,192	692,418	184,454	278	3,258	4,798	96,408	41,746	6,087	...	2,133,239
Charlestown	4.43	7.11	4.98	0.06	0.02	0.76	5.30	0.03	0.01	22.70	86,984	189,103	120,512	1,503	1,098	...	13,921	73,410	407	41	486,979	
East Boston	2.97	21.98	3.03	...	0.02	0.02	1.39	8.95	0.22	0.04	38.62	64,352	502,499	63,773	...	355	321	47,177	195,422	3,635	812	878,346
South Boston	11.34	19.50	5.71	0.00	0.03	0.02	0.43	6.63	0.11	0.50	44.27	238,683	396,970	165,099	355	892	1,370	20,992	110,403	1,236	15,754	951,754
Roxbury	41.43	34.75	2.53	...	0.14	4.58	11.16	0.50	0.00	95.09	840,326	656,380	18,747	...	2,561	70,122	160,370	8,364	27	1,776,897		
West Roxbury	35.28	86.07	0.03	...	0.04	2.93	29.97	2.39	0.00	156.71	623,829	1,589,359	3,098	...	983	...	41,291	483,184	45,356	5,390	2,792,490	
Dorchester	53.52	81.32	0.48	0.03	0.04	0.01	5.17	33.95	1.82	0.02	176.36	1,011,286	1,521,307	12,313	798	985	145	83,059	525,184	30,145	1,737	3,186,489
Brighton	21.13	32.35	0.29	...	0.08	0.86	10.61	0.47	...	65.77	467,376	626,321	3,791	...	1,231	...	24,457	171,043	7,466	50	1,321,735	
Hyde Park	7.84	24.24	0.00	...	0.01	0.64	14.93	4.12	0.20	52.00	134,509	473,016	45	...	442	...	10,086	243,195	68,519	4,506	934,318	
Total ...	927.57	367.41	26.36	0.15	0.35	0.50	19.77	124.32	9.96	0.77	747.09	4,573,537	6,647,373	611,832	2,474	9,244	8,795	407,513	2,003,957	171,205	28,317	14,404,247
Per Cent	30.46	45.17	3.53	0.02	0.05	0.07	2.64	16.65	1.33	0.10	100.00	31.62	45.96	4.23	0.02	0.06	0.06	2.82	13.85	1.18	0.20	100.00

TOTAL PUBLIC STREETS 747.09 Miles.

NOTE. In the above table the city is subdivided substantially on the boundary lines between the districts as they existed when annexed to Boston. Territory annexed from Brookline included in City Proper.

1 Of this amount 0.02 mile or 185 square yards is cobble; and 14.52 miles or 111,184 square yards is granite block paving on concrete base.

2 Of this amount 0.06 miles or 435 square yards is Blome granitoid concrete block.

3 Of this amount 109.25 miles or 1,779,208 square yards is Intumous macadam.

4 Of this amount 1.61 miles or 50,590 square yards is Tar Concrete; and 65.31 miles or 1,257,715 square yards is bitulithic; and 2.28 miles or 37,317 square yards is Topka,

and 0.06 miles or 920 square yards is Fibertone; and 0.03 miles or 395 square yards is Carey Elastite Asphalt Plank; and 0.06 miles or 518 square yards is Johns-Manville

Asphalt Plank; and 0.04 miles or 572 square yards is Simusco; and 0.09 miles or 2,124 square yards is Asphalt Block.

5 6,694 miles or 96,904 square yards public alleys included in this table, 1,89 miles or 60,847 square yards public streets in charge of Park Department included in this table, 15.89 miles or 534,676 square yards public streets in charge of Commonwealth of Massachusetts included in this table. In addition to this table there are 2.41 miles or 11,740 square yards of accepted footways.

Macadam roadway patched	128,119	square yards
Macadam roadway resurfaced	6,190	square yards
Asphalt or bituminous concrete roadway patched	98,475	square yards
Asphalt or bituminous concrete roadway resurfaced	6,453	square yards
Street cleaning	2,991	cubic yards
Snow removal	69,585	cubic yards

PAVING SERVICE — 1956

Street cleaning	\$25,164	83
General highway expenditures	608,728	35
Sidewalk and curbing	231,350	11
Snow and ice removal	100,263	21
Street signs	24,249	70
	\$988,756	20

HIGHWAY DIVISION

LIGHTING SERVICE

Financial Statement

Total credits for 1956	\$1,520,081	97
Total expenditures for 1956	1,520,010	87
Surplus		\$71 10

Individual Expenditures

Street and Park Lighting (Electric):

Boston Edison Company	\$1,280,064	19
Boston Gas Company (Charlestown District)	54,883	93
Boston Edison Company (footways)	2,435	19
Boston Gas Company (footways)	299	53
Boston Edison Company (substations)	15,043	07
Boston Gas Company (substation)	4,985	35
		\$1,357,711 26

Street Lighting (Gas):

Boston Gas Company	\$40,166	41
American Service Company	66,336	51
		106,502 92

Police Spotlights:

Boston Edison Company	\$1,908	58
Boston Gas Company	29	72
		1,938 30

Construction:

Installation, removal, relocation
and modernization:

Boston Edison Company	\$6,356 98
Boston Gas Company	2,823 98
Joseph Amara	3,003 61
Old Colony Construction Company.	240 00
J. Scimone	10,000 00
	—————
	\$22,424 57

Salaries:

Administrative and engineering personnel	\$21,626 30	21,626 30
Office supplies	440 65	440 65
Electrical maintenance and re- placement parts	5,957 17	5,957 17
Advertising	25 00	25 00
Travel and carfare	4 70	4 70
Spotlight poles	3,380 00	3,380 00

HIGHWAY DIVISION

LIGHTING SERVICE

The following is an account of orders issued by the Lighting Service of the Highway Division of the Public Works Department during the year 1956.

MERCURY VAPOR LIGHTING PROJECTS

In 1956 orders were issued on the following listed streets, main thoroughfares and business areas for re-lighting with new modern mercury vapor lighting:

	Units	Lumens Each
Atlantic Avenue, Boston	17 single	15,000
Bigelow Street, Brighton	1 single	15,000
Blue Hill Avenue, Dorchester	102 twin	15,000
Blue Hill Avenue, Dorchester	3 single	15,000
Brookline Avenue, Roxbury	17 single	15,000
Boston Street, South Boston	1 single	15,000
Cummins Highway, West Roxbury	33 twin	15,000
Cummins Highway, West Roxbury	2 single	15,000
Centre Street, West Roxbury	31 single	20,000
Centre Street, West Roxbury	1 twin	10,000
Centre Street, West Roxbury	1 single	15,000
Commonwealth Avenue, Roxbury	6 single	15,000

	Units	Lumens Each
Commonwealth Avenue, Roxbury	3 twin	15,000
Charles Street, Boston	1 twin	15,000
Dewey Square, Boston	1 twin	15,000
Dewey Square, Boston	1 single	15,000
Dorchester Avenue, Dorchester	29 single	15,000
East Broadway, South Boston	4 single	15,000
The Fenway, Boston	14 single	15,000
Forest Hills Street, West Roxbury	1 single	15,000
Fairmount Avenue, Hyde Park	10 single	15,000
Franklin Street, Boston	1 single	20,000
Granite Avenue, Dorchester	12 single	15,000
Huntington Avenue, Boston	22 twin	15,000
Huntington Avenue, Boston	3 single	15,000
Humboldt Avenue, Roxbury	8 single	15,000
Hyde Park Avenue, Hyde Park	4 single	15,000
Hyde Park Avenue, Hyde Park	7 single	20,000
Massachusetts Avenue, Roxbury	1 single	15,000
Massachusetts Avenue, Roxbury	1 single	15,000
Park Drive, Boston	12 single	15,000
Purchase Street, Boston	7 single	15,000
Purchase Street, Boston	1 twin	15,000
Roxbury Street, Roslindale	2 single	15,000
River Street, Dorchester	5 single	15,000
River Street, Hyde Park	8 single	15,000
Spring Street, West Roxbury	10 single	15,000
South Huntington Avenue, Roxbury	1 single	15,000
Talbot Avenue, Dorchester	2 single	15,000
Tremont Street, Boston	11 single	20,000
Tremont Street, Roxbury	2 single	15,000
Tremont Street, Roxbury	2 single	20,000
Washington Street, Dorchester	15 single	15,000
Walk Hill Street, Hyde Park	1 single	15,000
Washington Street, Roxbury and Jamaica Plain	67 single	15,000
Washington Street, Dorchester	2 single	15,000

INCANDESCENT LIGHTING PROJECTS

In 1956 orders were issued for the installation of new and the replacement of old lighting units.

	Units	Lumens Each
Almont Street, Dorchester	14 single	2,500
Bicknell Street, Dorchester	6 single	2,500
Colchester Street, Hyde Park	7 single	2,500
Centre Street, West Roxbury	24 single	2,500
Draper Street, Dorchester	13 single	2,500
Dakota Street, Dorchester	13 single	2,500

		Units	Lumens Each
Dana Avenue, Hyde Park	14 single	2,500	
Forbes Street, West Roxbury	6 single	2,500	
Gleason Street, Dorchester	6 single	2,500	
Homes Avenue, Dorchester	5 single	2,500	
Leon Street, Roxbury	7 single	2,500	
Leighton Road, Hyde Park	6 single	2,500	
Moss Hill Road, West Roxbury	7 single	2,500	
Norton Street, Dorchester	10 single	2,500	
Sunnyside Street, West Roxbury	6 single	2,500	
Shepton Street, Dorchester	7 single	2,500	
Samoset Street, Dorchester	6 single	2,500	
South Street, West Roxbury	16 single	2,500	
Woodlawn Street, West Roxbury	7 single	2,500	
Wachusetts Street, West Roxbury	6 single	2,500	
Fulton Street, Boston	6 single	4,000	
Green Street, West Roxbury	16 single	4,000	
Princeton Street, East Boston	5 single	4,000	
Saratoga Street, East Boston	6 single	4,000	
Symphony Road, Roxbury	6 single	4,000	
Terminal Street, Charlestown	22 single	4,000	
West Street, Hyde Park	17 single	4,000	
Charles Park Road, West Roxbury	6 single	6,000	
Fitzgerald Expressway, Boston	21 single	6,000	
Freeport Street, Dorchester	13 single	6,000	
Rutland Street, Boston	7 single	6,000	
West Dedham Street, Boston	6 single	6,000	
Worcester Square, Boston	7 single	6,000	
Centre Street, West Roxbury	2 single	10,000	
Farragut Road, South Boston	2 single	10,000	
Oakland Street, Brighton	1 single	10,000	
Preble Street, South Boston	1 single	10,000	
South Street, West Roxbury	1 single	10,000	
Terminal Street, Charlestown	1 single	10,000	

INCANDESCENT LAMPS

Incandescent lamps of 6,000 lumens were installed on the following streets:

Cabot street, Roxbury (1); Cunard street, Roxbury (3); Cortes street, Boston (3); Dana avenue, Hyde Park (1); Durham street, Boston (1); East Brookline street, Boston (4); Follen street, Boston (1); Harvard avenue, Hyde Park (2); Hampden street, Roxbury (1); Museum road, Roxbury (3); South street, West Roxbury (2); Sumner street, East Boston (1); West Springfield street, Roxbury (4); Walter street, West Roxbury (1); West Dedham street, Boston (6); West street, Hyde Park (1); West Canton street, Boston (2); Warren avenue, Boston (1).

Incandescent lamps of 4,000 lumens were installed on the following streets:

Bayswater street, East Boston (1); Boylston street, West Roxbury (1); Central avenue, Hyde Park (1); Crescent avenue, Dorchester (4); Centre street, Dorchester (1); Coleridge street, East Boston (2); Dana avenue, Hyde Park (4); Forsyth street, Roxbury (3); Field street, Roxbury (1); Havre street, East Boston (2); Hilltop street, Dorchester (3); Highland street, Roxbury (2); K street, South Boston (1); Lubec street, East Boston (3); Public Alley No. 819, Roxbury (1); River street, Hyde Park (1); Safford street, Hyde Park (2); St. Stephen street, Roxbury (4); South street, West Roxbury (4); Terrace street, Roxbury (2); Thatcher street, Hyde Park (1); Wordsworth street, East Boston (2); Wachusetts street, West Roxbury (3); West Milton street, Hyde Park (2); Walnut street, Hyde Park (1); Winthrop street, Hyde Park (3).

Orders were issued by the Lighting Service for the installation of lighting units of 2,500 lumens as follows:

Allston street, Brighton (1); Albemarle street, Boston (2); Atherton street, West Roxbury (1); Appleton street, West Roxbury (1); Alleghany street, Roxbury (1); Alabama street, Dorchester (1); Austin street, Hyde Park (3); Baker street, West Roxbury (1); Brownson terrace, West Roxbury (1); Beethoven street, West Roxbury (4); Buckingham street, Hyde Park (2); Bremen street, East Boston (2); Boulevard terrace, Brighton (3); Bartlett square, West Roxbury (2); Buttonwood street, Dorchester (2); Bussey street, West Roxbury (2); Bradlee street, Hyde Park (1); Burnett street, Roxbury (2); Chapel road, Hyde Park (1); Canterbury street, West Roxbury (3); Corman road, Dorchester (2); Caryll street, Dorchester (3); Cowper street, East Boston (3); Colchester street, Hyde Park (1); Central avenue, Hyde Park (2); Chilcott place, West Roxbury (1); Cumberland street, Boston (2); Dunas street, Dorchester (1); Dyer court, Dorchester (1); Donna terrace, Hyde Park (1); Dodge road, Hyde Park (2); Dix street, Dorchester (2); David road, West Roxbury (2); Durham street, Boston (1); Evans street, Dorchester (2); Ellis street, Hyde Park (2); Eastmont road, Hyde Park (2); Emelia terrace, West Roxbury (1); Elwell road, West Roxbury (1); Field street, Roxbury (3); Florence street, West Roxbury (3); Follen street, Boston (1); Forsyth street, Roxbury (2); Grampian Way, Dorchester (3); Gayhead street, Roxbury (1); Grant place, Brighton (1); Granada park, West Roxbury (3); Greenfield road, Dorchester (3); Garth road, West Roxbury (1); Groom street, Dorchester (1); Greenock street, Dorchester (4); Grafton street, Dorchester (1); Greencliff road, Hyde Park (1); Hamilton street, Hyde Park (2); Homes

avenue, Dorchester (5); Hackensack road, West Roxbury (3); Hester street, Brighton (1); Hillis street, Hyde Park (4); Harvard avenue, Dorchester (4); Harbell terrace, Dorchester (1); Hebron street, Dorchester (1); Hackensack court, West Roxbury (1); Harvard avenue, Hyde Park (2); Havre street, East Boston (2).

Joan road, Hyde Park (4); Kittredge street, West Roxbury (3); Kennebec street, Dorchester (1); Lenoxdale avenue, Dorchester (1); Loring street, South Boston (1); Lorna road, Dorchester (3); Leon street, Roxbury (7); Leighton road, Hyde Park (6); Millstone road, Hyde Park (3); Murray Hill avenue, West Roxbury (2); Mascot street, Dorchester (3); Mt. Hope street, West Roxbury (3); Messinger street, Dorchester (3); Maplewood street, West Roxbury (2); Maple street, Hyde Park (2); Myrtlebank avenue, Dorchester (1); Martin street, West Roxbury (1); Manion road, Hyde Park (2); Milton avenue, Dorchester (3); Mercer street, South Boston (1); Madeline street, Brighton (2); Marion street, East Boston (3); Navillus terrace, Dorchester (1); North End park, Boston (2); Opera place, Boston (2); Providence street, Boston (4); Perry court, Hyde Park (1); Powell street, West Roxbury (1); Princeton street, East Boston (2); Regis road, Dorchester (2); Round Hill street, Roxbury (2); Ridgeway Lane, Boston (4); Ronan street, Dorchester (1); Strathcona road, Dorchester (3); Spinney street, West Roxbury (1); St. Joseph street, West Roxbury (3); Safford street, Hyde Park (2); Sherrin street, Hyde Park (1); Saratoga street, East Boston (1); Teragram street, East Boston (1); The Fenway, Boston (3); Tavern road, Roxbury (4); Unity street, Boston (2); Violet street, Dorchester (2); Vassar street, Dorchester (4); Woodcliff street, Roxbury (1); Woodlawn street, West Roxbury (7); Wade street, Brighton (1); Webster street, Hyde Park (4); Westerly street, West Roxbury (3); Wordsworth street, East Boston (1); Woodhaven street, Dorchester (1); Walnut park, Roxbury (4); Whitney street, Roxbury (1); Zeller street, West Roxbury (4).

Orders were issued by the Lighting Service during the year 1956 for the installation of 1,000 lumen lighting units as follows:

Alleghany street, Roxbury (8); Adams street, Dorchester (1); Banks street, West Roxbury (1); Constitution road, Dorchester (1); Hampstead Lane, West Roxbury (1); Jarvis place, Roxbury (1); Keenan road, Brighton (2); Kristin court, Hyde Park (1); Lawley street, Dorchester (1); Lanark road, Brighton (1); Mt. Bowdoin terrace, Dorchester (1); Myopia street, Hyde Park (1); Norris road, Hyde Park (1); Presby place, Roxbury (1); Rita road, Dorchester (1); Rosewood street, Dorchester (1); Ryan road, Brighton (1); Taft court, West Roxbury (1); Unity court, Boston (1).

GAS LAMP REPLACEMENT PROGRAM

During the year of 1956 approximately 694 obsolete gas lamps were replaced with approximately 750 new modern luminaires with 2,500 lumen lamps. These new lamps, in most instances, are installed on long arms to diminish interference with trees and to eliminate glare from homes on residential streets.

MAINTENANCE OF POLICE SPOTLIGHTS

Effective January 1, 1956 the Lighting Service assumed the responsibility for the maintenance of the Police Spotlights in the City of Boston.

APPENDIX D.

REPORT OF THE DIVISION ENGINEER OF
THE SANITARY DIVISION.

BOSTON, January 2, 1957.

MR. GEORGE G. HYLAND,
Commissioner of Public Works.

DEAR SIR:

Herewith, I submit a statement of activities and expenditures of the Sanitary Division of the Public Works Department for the year ending December 31, 1956.

The personnel of this division was deeply saddened by the untimely death of our beloved head, Division Engineer Adolph J. Post, on February 12th. The duties of his office were taken over by the General Superintendent, Timothy J. O'Leary, and the program for the year was carried out under his direction.

Following is a condensed statement of conditions encountered and activities accomplished during the year of 1956:

Blizzards. — There were four totally unexpected and severe blizzards occurring on March 16, 19 and 24, and on April 8, which deposited an official snowfall of nearly 29 inches intown, and totaled much more in the outlying districts of the City. These storms interrupted the start of the spring-cleaning program, as it was necessary to gear the facilities of the Sanitary Division quickly to emergency conditions. Employees were required to work extremely long hours for about three weeks on plowing, sanding and removing snow and ice; and after these storms there was a heavier than usual burden of street-cleaning work to be done, which also required employees to work long hours.

Incinerator. — After many conferences with Mr. Cunniff and Mr. Murphy of the Finance Commission, and

also with the engineering firm of Metcalf & Eddy (the Boston consultants who were engaged in 1951 to prepare plans and specifications for an incinerator) you, as Commissioner of Public Works, submitted a complete report to his Honor, Mayor John B. Hynes, and his Honor approved the awarding of a contract, on April 30, 1956, totaling \$963,867, to George Allen & Sons, Inc., of New York City, for installing four-burner incinerator facilities in the new plant to be erected in the South Bay area of the City.

On July 10, a contract for wash borings was awarded the Raymond Pile Company in the amount of \$2,900.

On July 25, a contract was re-negotiated with Metcalf & Eddy for plans, engineering and supervision of the construction of the incinerator. A ceiling of \$258,000 was placed on this contract.

On November 7, the Pile Driving contract was awarded to the J. F. White Contracting Company in the amount of \$453,340.

The long-awaited future look of the Sanitary Division began with the driving of test piles for the new incinerator on December 5, by the J. F. White Contracting Company, under the direction of Metcalf & Eddy, consulting engineers. Three piles were driven to a depth of 163 feet, and were tested with a load of 140 tons, meeting the Boston Building Code requirements for bearing.

Much planning, strife and education for incineration have taken place over the past several years, but the first concrete step in the construction is now under way, and a major savings in the actual cost of disposal can be expected when this incinerator is put into operation in the not-too-distant future. It is anticipated that it will be completed about April, 1958.

Other Activities. — In October of this year, the Old Carpenter Shop, in the Albany Street Yard, was demolished, allowing greater space for storing of salt and sand and equipment, which was badly needed.

The Sale of Garbage contract with Kristoff Brothers was renewed, so that the City received \$384.61 a month for this garbage during the entire year.

In accordance with an Amendment to the Step Compensation Plan on Longevity Increment, the ten-and twenty-year step-rate service requirement was reduced to seven and eleven years, so that 308 Sanitary Division employees were given step-rate increases effective July 4, 1956, in addition to the regular monthly increments allowed during the year.

Equipment.—The Sanitary Division acquired the following-listed new equipment during the year, which was purchased by the Automotive Division:

TYPE	Total Cost
13 Sedans.....	\$20,227
18 2½-ton (3 yard) Dump Trucks.....	45,992
9 3-ton (12 yard) Ash Body Trucks.....	40,196
8 ½-ton Pick-Up Trucks.....	10,926
6 Dempster-Dumpster Rubbish Containers.....	3,678

	\$121,019

Expenditures

Payments to Refuse Collection Contractors amounted to.....	\$2,103,346.46
Payments to Refuse Disposal Contractors amounted to.....	471,173.99

	\$2,574,520.45

Payroll totals were as follows:

Administrative and General Services.....	\$44,331.90
Shops and Storehouse.....	194,894.95
Collection and Disposal.....	290,344.50

Total Sanitary.....	\$529,571.35
Street Cleaning.....	1,582,317.23

Total Sanitary and Street Cleaning.....	\$2,111,888.58

Overtime Payrolls were as follows:	Total Cost
Shops and Storehouse.....	\$4,297.72
Collection and Disposal.....	5,748.60
Street Cleaning.....	40,185.26
<hr/>	
Total Overtime.....	50,231.58
<hr/>	
Total Payroll.....	\$2,162,120.16
<hr/>	
Payments on Other Contracts.....	\$48,884.91
Supplies and Materials.....	50,577.87
Miscellaneous.....	6,933.56
<hr/>	
Grand Total.....	\$4,843,036.95

The total expenditures for the Sanitary Division of the Public Works Department for the year 1956 amounted to \$4,843,036.95, making a per capita cost of \$6.046 for an estimated population of 801,000.

Respectfully submitted,

TIMOTHY J. O'LEARY,
Division Engineer (Temporary),
Sanitary Division.

SANITARY DIVISION — 1956
Payments to Refuse Collection Contractors

District		Contractor	Monthly Contract Price	Total Payments
1	South Boston.....	Anthony J. Ryan, Inc.....	\$10,400	\$124,774 65
2	East Boston.....	Milano Brothers, Inc.....	7,328	86,713 60
3	Charlestown.....	Milano Brothers, Inc.....	3,953	48,184 16
4	Brighton.....	Anthony J. Ryan, Inc.....	13,400	160,800 00
5A	West Roxbury.....	Frank J. Cavalieri.....	10,350	125,061 13
5B	Jamaica Plain.....	J. J. Moore Company.....	9,615	115,380 00
6A	Dorchester—North.....	Coleman Brothers Corporation.....	25,900	310,800 00
6B	Dorchester—South.....	Coleman Brothers Corporation.....	29,100	349,200 00
7A	Elm Hill.....	William J. Banfield.....	5,310	63,720 00
7B	Dudley.....	United Contracting Company.....	6,729	80,748 00
7C	Mission Hill.....	Marinucci Brothers, Inc.....	8,140	97,680 00
7D	Roxbury.....	United Contracting Company.....	9,980	119,760 00
9	South End.....	James A. Freaney, Inc.....	7,170	86,040 00
9A	Back Bay.....	Dooley Brothers, Inc.....	3,690	44,280 00
9B	Stuart.....	James A. Freaney, Inc.....	3,560	42,720 00
10	North and West Ends...	Ward General Contracting Company.....	14,300	174,974 92
11	Hyde Park.....	Frank J. Cavalieri..... (First 3 months) Dooley Brothers, Inc..... (Last 9 months)	5,000 6,390	72,510 00
Total.....				\$2,103,346 46

Payments to Refuse Disposal Contractors

Description		Contractor	Monthly Price	Total Payments
Saugus Contract.....	Dewey Daggett.....		\$900 00	\$10,800 00
Disposal Contract.....	M. DeMatteo Construction Company.....	34,760 00 Plus Extra Labor 39,090 00		457,073 89
Rental.....	Boston Consolidated Gas Company.....			2,400 00
Bulldozer Hire.....	Dooley Brothers, Inc.....			220 60
Gravel Supplied and Graded.....	M. DeMatteo Construction Company.....			679 50
Total.....				\$471,173 99

Personnel Changes in Permanent Force during the Year 1956.

Total Personnel January 1, 1956	.	.	.	.	.	.	*	632
Transfers In (from other Departments and Divisions)	.	.	.	.	.	.	.	13
Reinstatements	.	.	.	.	.	.	.	2
Appointments	.	.	.	.	.	.	18	33
							—	665
Deaths	.	.	.	.	.	.	.	7
Resignations	.	.	.	.	.	.	.	11
Retirements	.	.	.	.	.	.	.	20
Transfers Out (to other Departments and Divisions)	.	.	.	.	.	.	7	
Discharged or Terminated	.	.	.	.	.	.	4	49
Total Personnel January 1, 1957	.	.	.	.	.	.	†	616

* Including 1 Military Leave of Absence.

† Total net loss of 16 employees.

APPENDIX E.

REPORT OF THE DIVISION ENGINEER OF
THE SEWER DIVISION.

BOSTON, January 2, 1957.

To the Commissioner of Public Works.

DEAR SIR:

I submit herewith statement of the activities and expenditures of the Sewer Division for the year ending December 31, 1956.

Expenditures During 1956 — The activities of the Sewer Division during the year consisted of advertising for sewer construction at a contract bid price of \$446,-930.45, and the maintenance and operation of the sewer system at a cost of \$908,067.79.

Contract Work — Contract work consisted of the extension of the sewer system to provide drainage for new buildings and street construction and to eliminate cesspools, the locations and cost of which are attached.

Maintenance Work — Maintenance work consisted of the cleaning of 8,004 catch basins by contract and 3,609 by yard forces, the freeing of stopped sewers and catch basins, and the repair of sewers, manholes, and catch basins by the yard forces and the operation of the pumping station and disposal works, the cost of which is attached.

Covering In Open Brooks — On August 31, 1955, a contract was awarded in the amount of \$439,077 to Pacella Bros., Inc., to enclose the main line of Stony Brook from Willow Avenue to Bald Knob Road in a 72" diameter reinforced concrete pipe conduit. This work is progressing satisfactorily and will be completed about June 1957.

On October 17, 1956, a contract was awarded in the amount of \$189,160 to Civitarese-Piatelli Corp. to

enclose the Canterbury Branch of Stony Brook for a distance of about 1280 linear feet from the main line of Stony Brook to beyond Canterbury Street in a 108" diameter reinforced concrete pipe conduit, which work is now in progress and is expected to be completed about June, 1957.

This work will prevent widespread street flooding that occurred in this area during the torrential rains accompanying the hurricanes of 1954 and 1955.

Proposed Construction Work — The work of extending the sewer system to provide drainage for new street construction, new building construction and the elimination of cesspools will continue for many years in the future, and probably at the same rate as in the past. In addition, a long-range sewerage works program provides for the extension of main line surface drain conduits and the rebuilding of several miles of very old sewers that have settled or outlived their economic usefulness. Details of the long-range program are contained in a report on file in the Sewer Division.

Special Problems — In connection with the construction of the tunnel section of the Fitzgerald Highway it was necessary as part of the project to relocate about 350 linear feet of the East Side Interceptor in Atlantic avenue between Oliver and Congress streets. The State Highway Department received permission from the State Health Department to discharge the flow of the interceptor upstream from Oliver street into the harbor while it was being relocated. The construction method consisted of bulkheading the interceptor at both ends of the section to be relocated.

The interceptor is a 2-foot 8-inch by 4-foot 6-inch brick sewer, the lower half being a wood cradle, lined with one course of brick, the upper half having two courses of brick. When the section to be relocated was exposed, the brick work of the top half for the most part was found badly cracked and the cement joints disintegrated; the wood in the lower half was found for

the most part in good condition. The invert elevation of the interceptor at this location is about Elevation — 1.5.

After the interceptor was bulkheaded and exposed, considerable water entered the sewer trench with the incoming tide. It was determined that this was tide water leaking through the ground that reached and flooded the interceptor. As far as could be determined, the quantity of water entering the sewer trench was handled by a 3-inch pump. While it has been known for a long period of years that the depth of flow in the interceptor fluctuates with the tide, a condition for which no solution has been found, it was never definitely known that the physical condition of the interceptor was involved, although the extent to which it is a factor is still unknown.

Probably the most important information resulting from exposing the interceptor is that its physical condition indicates the probability of the need for rebuilding as a future project. This probably could be accomplished successfully by the use of Gunite. It also points out the need of rebuilding tide gates and overflows in order to reduce the quantity of tide water entering the interceptor. This is one of the M. D. C. projects provided for in Chapter 645 of 1951.

The Sewer Division Labor Force consists of the following — 24 laborers, 1 carpenter, 30 motor equipment operators and laborers, 8 catch basin machine operators, 3 tide gate repairmen and 1 working foreman tide gate repairman, 6 working foremen sewer cleaners, 16 sewer cleaners, 5 bricklayers, 2 yardmen, 1 heavy motor equipment operator, 5 sewer district foremen, and 1 main drainage foreman. This makes a total of 103 men assigned to answering complaints, cleaning catch basins, cleaning sewers, repairs to manholes and catch basins, repairing broken sewers, and other related work.

Length of Sewers Built — During the fiscal year 1956 there were built by Contractors and Day Labor 5.5012 miles of common sewers and surface drains throughout the city. After deducting 0.5012 miles of sewers and

surface drains, rebuilt or abandoned, the net increase for 1956 is 5.00 miles, which added to the existing 1,286.30 miles of common sewers and surface drains and 30.93 miles of intercepting sewers, makes a grand total of 1,322.23 miles of all sewers belonging to the City of Boston, and under the care of the Sewer Division on January 1, 1957.

There were 167 catch basins built or rebuilt and none abandoned or removed during the year, making a net gain of 167 catch basins and a grand total of 24,522 catch basins under the care of the Sewer Division on January 1, 1957.

Permit Office Report — Entrance fees to the amount of \$13,298.63 have been deposited with the City Collector for collection from estates upon which no sewer assessments were ever paid, in accordance with Ordinances of 1945, Chapter 27, Section 10.

One thousand, one hundred and sixty-four permits have been issued, viz.: 186 to District Foremen and Contractors and 878 to drainlayers for repairing or laying new house drains. Inspectors from this office have personally inspected the work done under these drainlayers' permits.

Two thousand, one hundred and sixteen complaints have been investigated and inspectors are instructed to report in writing in each case.

Two thousand, four hundred and sixty catch basin complaints were received.

Reported in writing on 3,101 municipal liens to the City Collector, in accordance with Chapter 60, Section 25, of the General Laws. Reported orally on about 2,400 requests for information on municipal liens.

Notices have been mailed to abutters in conformity with the Ordinances of 1925, Chapter 27, Section 8, apprising them of the construction of new sewers or repairs to old sewers.

Respectfully,

ROBERT P. SHEA,
Division Engineer, Sewer Division.

Calf Pasture Pumping Station, 1956

Total number of gallons of sewage pumped	42,258,526,000
Average number of gallons of sewage pumped daily	115,776,000
Cost per million gallons pumped	\$4 75

COSTS

Labor	\$105,652 94
Edison Power	85,442 22
Fuel Oil	4,519 92
Liquid Petroleum Gas	115 20
Supplies	2,023 47
Repairs	2,912 56
Total	\$200,666 31

SEWER SERVICE**Maintenance Expenditures, 1956****1. PERSONAL SERVICES**

10. Permanent employees	\$553,632 43
11. Temporary employees	1,724 90
12. Overtime	13,240 56
	<hr/>
	\$568,597 89

2. CONTRACTUAL SERVICES

21. Communications	\$3,194 55
22. Light, heat and power	92,002 95
26. Repairs and maintenance of buildings and structures	58,064 31
27. Repairs and servicing of equipment	6,416 40
28. Transportation of persons	1,020 55
29. Other contractual services	1,151 38
	<hr/>
	161,850 14

3. SUPPLIES AND MATERIALS

32. Food supplies	\$12 15
33. Heating supplies and materials	6,698 57
34. Household supplies and materials	393 60
35. Medical, dental and hospital supplies and materials	18 08
36. Office supplies and materials	2,307 57
39. Other supplies and materials	9,103 62
	<hr/>
	18,533 59

4. CURRENT CHARGES AND OBLIGATIONS

49. Other current charges and obligations	\$896 35	896 35
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5. EQUIPMENT

59. Other equipment	\$489 52	489 52
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7. STRUCTURES AND IMPROVEMENTS

71. Other structures and improvements	\$154,700 30	154,700 30
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GRAND TOTALS	\$908,067 79
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Summary of Sewer Construction for Twelve Months Ending December 31, 1956.

DISTRICTS.	Built by the City Either by Contract or Day Labor.	Built by Private Parties.	Total Lengths Built.	
	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Miles.</i>
City Proper.....	1,906.00	.....	1,906.00	0.3609
Roxbury.....	125.00	.....	125.00	0.0237
South Boston.....	733.20	.....	733.20	0.1388
East Boston.....	278.00	.....	278.00	0.0527
Charlestown.....	.....	2,454.90	2,454.90	0.4649
Brighton.....	1,984.00	.....	1,984.00	0.3758
West Roxbury.....	5,034.00	417.00	5,451.00	1.0324
Dorchester.....	3,651.51	40.60	3,692.11	0.6992
Hyde Park.....	11,848.17	574.89	12,423.06	2.3528
Totals.....	25,559.88	3,487.39	29,047.27	5.5012

Summary of Sewer Construction for Five Years Previous to January 1, 1957.

	1952	1953	1954	1955	1956
	<i>Linear Feet.</i>	Linear Feet.	Linear Feet.	Linear Feet.	Linear Feet.
Built by city by contract or day labor....	18,781.42	27,469.81	33,316.89	33,237.48	25,559.88
Built by private parties or other city departments.....	16,484.50	11,482.00	10,459.00	1,605.15	3,487.39
Totals.....	35,265.92	38,951.81	43,775.89	34,932.63	29,047.27

Total Length of Sewers.

DISTRICTS.	Total Lengths Built During Twelve Months Ending December 31, 1956.	Lengths Removed or Abandoned During Twelve Months Ending December 31, 1956.	Additional Lengths for the Twelve Months Ending December 31, 1956.	
	Linear Feet.	Linear Feet.	Linear Feet.	Miles.
City Proper.....	1,906.00	1,906.00	.....	.....
Roxbury.....	125.00	.....	125.00	0.0237
South Boston.....	733.20	733.20	.....	.....
East Boston.....	278.00	.....	278.00	0.0527
Charlestown.....	2,454.90	.....	2,454.90	0.4649
Brighton.....	1,984.00	.....	1,984.00	0.3758
West Roxbury.....	5,451.00	.....	5,451.00	1.0324
Dorchester.....	3,692.11	8.00	3,684.11	0.6977
Hyde Park.....	12,423.06	.....	12,423.06	2.3528
Totals.....	29,047.26	2,647.20	26,400.07	5.0000

		Miles.
Common sewers and surface drains built previous to January 1, 1956	.....	1,286.30
Common sewers and surface drains built between January 1 and December 31, 1956	.....	5.00
Common sewers and surface drains built ending December 31, 1956	.....	1,291.30
City of Boston intercepting sewers connecting with Metropolitan sewers to December 31, 1956	.....	6.81*
City of Boston main drainage intercepting sewers to December 31, 1956	.....	24.12*
Grand total of common and intercepting sewers to December 31, 1956	.....	1,322.23
Total mileage of streets containing sewerage works to January 1, 1957	.....	713.64

* No additional lengths built during 1956.

Catch Basins in Charge of Sewer Division.

DISTRICTS.	CATCH BASINS FOR TWELVE MONTHS ENDING DECEMBER 31, 1956.			TOTAL FOR WHOLE CITY IN CHARGE OF SEWER DIVISION.	
	Number Built or Rebuilt.	Number Abandoned or Removed.	Net Increase.	Previous Report to January 1, 1956.	Grand Total to January 1, 1957.
Proper.....	1	0	1	3,799	3,800
bury.....	1	0	1	3,480	3,481
th Boston.....	2	0	2	1,475	1,477
t Boston.....	2	0	2	1,221	1,223
restown.....	24	0	24	846	870
ghton.....	11	0	11	2,095	2,106
st Roxbury.....	55	0	55	4,463	4,518
chester.....	22	0	22	5,677	5,699
le Park.....	49	0	49	1,299	1,348
Totals.....	167	0	167	24,355	24,522

Sewerage Works Contracts, from January 1, 1956, to December 31, 1956.

LOCATION.	Started.	Finished.	Contractors.	Length in Feet.	Character.	Amount Expended in 1956.
EAST BOSTON						
Gladstone street from 560 feet west of Breed street.	Sept. 25, 1956	Oct. 4, 1956	Edward Vozelle & Co., Inc.	141.00 137.00	10" pipe sewer. 12" pipe surface drain	\$1,755.05
SOUTH BOSTON						
Summer street from East First street to Reserved Channel.	Sept. 10, 1956	Nov. 28, 1956	John J. Botti, Inc.	733.20	30" concrete pipe overflow	17,293.46
WEST ROXBURY						
Wedgemere road from existing sewer to point 80 feet southeasterly.....	Jan. 24, 1956	Feb. 3, 1956	Joseph Capone & Son, Inc.	81.00 50.00	10" pipe sewer. 10" pipe surface drain 1 manhole	2,094.40
Washington street and minor sewerage works in Pelton street.....	Nov. 17, 1955	Dec. 28, 1955	G & F Construction Co., Inc.	No const.	Final payments and inspection only	3,114.09
Hazehmore road, New Haven street, and Canterbury street.	May 31, 1955	Aug. 1, 1955	Susi & DeSantis Co., Inc., Inc.	No const.	Final payment only	890.28
Ackley Place and outlet in private land and Brookside avenue playground.	Aug. 2, 1955	Aug. 15, 1955	Joseph Capone & Son, Inc.	No const.	Final payment only	76.99
Canterbury street and Rocky Nook Terrace, David road and outlet in Mossbank Footway to Louder's Lane.	Aug. 25, 1955	Sept. 16, 1955	R. A. Bucella & Sons, Inc.	No const.	Final payment only	247.12
Minor sewerage works in West Roxbury and Brighton.	April 12, 1956	June 23, 1956	B. Bevilacqua & Son, Inc.	No const.	Final payment only	440.81
Sewerage works and water works in Rivermoor street.	July 23, 1956	Aug. 29, 1956	R. A. Bucella & Sons, Inc.	569.00 26 catch basins 3 drop inlets	10" pipe catch basin drain 12" pipe sewer 30" pipe surface drain 2 drop inlets 7 manholes 2 catch basins	16,557.82 35,142.24

Minor sewerage works in Burley street, Cheshire street, Crocker's Lane, and De-Stefano road.	Aug. 16, 1956	Sept. 19, 1956	Edward Vozella,	240.00	10" catch basin drain 13 catch basins	7,701 71
Canterbury branch of Stony Brook from Stony Brook conduit to 140 feet east of Canterbury street.	Nov. 5, 1956	Not completed.	Civitarese-Piattelli, Construction Corp.	No const.	Advertising, engineering and inspection only	8,147 55
Forest Hills street between William's street and 400 feet northeasterly.	Nov. 23, 1956	Not completed.	S. J. Tomassello Corp.,	No const.	Advertising, engineering and inspection only	1,816 78
LaGrange street and Furbush road,	Aug. 22, 1956	Oct. 2, 1956	G & F Construction Co.,	745.00 123.00	10" pipe sewer, 10" pipe surface drain 4 manholes	10,877 10
Brook Farm road from La Grange street to Lyall street	Oct. 30, 1956	Dec. 11, 1956	G & F Construction Co.,	518.00 591.00	10" pipe sewer, 10" pipe surface drain 7 manholes 8 catch basins	7,937 56
Wilmet street from Navarre street 400 feet northeasterly.	Oct. 29, 1956	Nov. 19, 1956	N. Bevilquequa & Son,	246.00 293.00	10" pipe sewer, 10" pipe surface drain 3 manholes 2 catch basins	3,998 32
(67) Partridge street and Haekensack square, Winchester terrace and outlet in private land to Rambler road.	Dec. 10, 1956	Not completed	Z & S Construction Co., Inc.	310.00 316.00	10" pipe sewer, 10" pipe surface 1 catch basin 1 drop inlet	718 12
Brigardon			Edward Vozella,	No const.	Advertising and engineering only	230.00
Anselmo terrace, Brighton, and Endia terrace, West Roxbury.	April 26, 1956	June 13, 1956	Roslindale Contracting Co.,	755.00 765.00	10" pipe sewer, 10" pipe surface drain 10 manholes 4 catch basins	14,112 08
Faneuil Valley Brook in private land and in Dunklee street.	Dec. 12, 1955	Jan. 5, 1956	Z & S Construction Co., Inc.	100.00	42" pipe surface drain, 1 manhole	8,769 00
Guest street and outlet in private land.	Nov. 2, 1955	Dec. 6, 1955	DiMascio Bros. & Co.,		Final payments only,	5,759 26
Minor sewerage works in Brighton, Charlestown, City Proper and West Roxbury.	Dec. 6, 1955	Mar. 10, 1956	Edward Vozella,	8.00	10" pipe catch basin drain, 1 catch basin 1 drop inlet	3,570 09

Sewerage Works Contracts, from January 1, 1956, to December 31, 1956.—Continued.

LOCATION.	Started.	Finished.	Contractors.	Length in Feet.	Character.	Amount Expended in 1956.
BRIGHTON, Continued Keenan road and Ryan road.	Oct. 10, 1956	Oct. 10, 1956	Roslindale Contracting Co.	10.00 502.00 509.00	10" pipe catch basin drain..... 10" pipe sewer 5 manholes 3 catch basins	\$7,895 84
DORCHESTER William T. Morrissey Boulevard from Fropic- port street 145 feet southerly. Sewerage works and water works in Sunset Lane.	Feb. 1, 1956	Feb. 10, 1956	N. Bevilacqua & Son.....	148.05	10" pipe sewer..... 2 manholes	2,213 75
(68) Corman road and in Lorna road and Lena Terrace.	Jan. 5, 1956	April 24, 1956	Edward Vozella	234.77 237.42	10" pipe sewer..... 3 manholes	4,282 39
11inale terrace, Cookson terrace, (private land), Dania street, Constitution road, Jamestown terrace, Crossman street, and private land between Crossman and Dania streets.	Sept. 7, 1955	Nov. 7, 1955	Joseph Capone & Son.....	No const.	Final payments only.....	2,042 11
Mt. Vernon street between W. T. Morrissey Boulevard and end of street.	June 30, 1955	July 12, 1955	DiMascio Brothers & Co.	No const.	Final payments only.....	1,068 32
Itasca street..... Violet street..... Messinger street and Orlando street.....	Oct. 5, 1955 Aug. 16, 1955 Oct. 31, 1955 June 20, 1956	Dec. 8, 1955 Sept. 6, 1955 Dec. 8, 1955 July 14, 1956	S. J. Tomassello Corp. Joseph Capone & Son..... Z & S Construction Co., Inc. Joseph Capone & Son.....	No const. No const. No const.	Final payments only..... Final payments only..... Final payments only.....	3,111 38 332 78 783 60 8,204 78

Pope's Hill street and Morrissey Boulevard, West Howell street and Prairie street.	Sept. 19, 1956	Oct. 30, 1956	Roslindale Contracting Co.,	300.77 363.90 23.00	10" pipe sewer..... 12" pipe sewer minor drain 1 manhole 3 catch basins	2,119 95
Tanglewood road and minor sewerage works in Dorchester and Hyde Park.	July 9, 1956	Sept. 4, 1956	N. Bevilacqua & Son.	184.65 43.65 538.00	10" pipe surface drain..... 12" pipe surface drain minor drain 22 catch basins 3 manholes 2 drop inlets	17,585 22
Sewerage works and water works in Caryl street between Morton street and Mary- knoll road.	Oct. 8, 1956	Nov. 30, 1956	C. Russo, Inc.	628.25 626.70 46.00	10" pipe sewer..... 12" pipe surface drain minor drain 6 manholes 4 catch basins	9,478 44
HYDE PARK	July 14, 1953	Oct. 15, 1953	Hyde Park Const. Co., Inc.	No const.	Final payment only.....	4,873 21
Ayles road from Edwardson street to West- minster street and outlet in Edwardson street between Lewiston street and Ayles road.	July 13, 1955	July 8, 1955	C. Russo, Inc.	No const.	Final payment only.....	703 62
Fairview avenue, Alvarado avenue, Alwin street, Stonehill road and Cheryl Lane.	May 13, 1955	April 3, 1956	C. Russo, Inc.	744.38 103.08 281.00	10" pipe sewer..... 12" pipe surface drain minor drain 9 manholes 6 catch basins	36,708 90
Joan road, Dodge road, Leighton road, Bel- nap road, and Perry court.	Sept. 12, 1955	Oct. 3, 1955	Not yet com- pleted.	4,077.27 820.00	72" pipe surface drain..... 48" pipe surface drain 42" pipe surface drain 36" pipe surface drain 18" pipe surface drain 228.00 19 manholes 5 catch basins	282,373 90
Stony Brook, Section 18	Oct. 3, 1955					
Minor sewerage works in Ayles road, Edwardson street, Ellard road, and Lewiston street.	April 4, 1956	April 25, 1956	C. Russo, Inc.	207.00	minor drain..... 12" catch basins 2 drop inlets	6,344 72
Woodland road.....	Aug. 22, 1955	Sept. 9, 1955	C. Russo, Inc.	No const.	Final payment only.....	301 29

Sewerage Works Contracts, from January 1, 1956, to December 31, 1956. --Concluded.

LOCATION:	Started.	Finished.	Contractors.	Length in Feet.	Character.	Amount Expended in 1956.
HYDE PARK, Continued						
Business street and Barry street	May 31, 1956	July 25, 1956	R. A. Buccella & Sons, Inc.	436.40 693.00 162.00	12" pipe surface drain 24" pipe surface drain minor drain 9 manholes	\$22,538.02
Manion road between Westminster street and Safford street and outlet in private land to Derry street.	June 12, 1956	July 10, 1956	Bazarella Construction Co., Inc.	89.35 511.34 26.00	12" pipe surface drain 24" pipe surface drain minor drain 3 manholes	7,065.05
Ruffing and Sherrin streets	June 12, 1956	Aug. 15, 1956	Edward Vozella	707.85 705.25	10" pipe sewer 12" pipe surface drain 7 manholes	12,710.86
New Bedford street, Brush Hill terrace and Chapel street.	June 25, 1956	Aug. 4, 1956	N. Bevilacqua & Son	411.30 277.00	12" pipe surface drain minor drain 3 manholes 9 each basins 1 drop inlet	8,189.99
Davison street between West and Arlington streets, Ralston and Woodland roads.	Aug. 9, 1956	Aug. 25, 1956	Joseph Capone & Son	355.70 368.55	10" pipe sewer 12" pipe surface drain 4 manholes	7,258.93
Sewerage works and water works in Riley road from Neponset Valley Parkway 270 feet northeasterly.	Nov. 7, 1956	Nov. 17, 1956	Edward Vozella	311.70	12" pipe sewer 3 manholes	3,753.91
Safford street, Ransom road and Belnal road and Lorna road, Dorchester.	Dec. 17, 1956	Not completed	G & F Construction Co.	85.00 85.00	10" pipe sewer 12" pipe surface drain	1,538.30
ROXBURY						
Island street from Massachusetts avenue to Gerard street.	Dec. 15, 1955	Dec. 30, 1955	N. Bevilacqua & Son	125.00	10" pipe sewer	1,003.75
Regent street between Hubert street and Circuit street.	June 2, 1955	July 6, 1955	R. A. Buccella & Sons, Inc.	No const.	Final payment only	110.44
Reinforcing sewer in boiler room at Boston University.	May 5, 1956	May 29, 1956	John J. Appel . . . . .	.....	.....	4,633.12
CITY PROPER	Sept. 13, 1955	Dec. 20, 1955	Underground Construction, Inc.	No const.	Payment to contractor only	16,373.29
Back street between Exeter street and Embankment road.						\$627,339.99

CONSTRUCTION REPORT, 1956.
Sewerage Works, 1956.

ACCOUNTS.	Totals.	Labor.	Materials.	Contractors.	Sundries.
Office and engineers' salaries.....	\$154,153 17	\$154,153 17		\$1,584 45	\$2,173 53
Miscellaneous bills, service orders, etc.	3,757 98				4,200 00
Land takings.....	4,200 00				
Release sewers.....	1,480 43	1,480 43			
Stock.....	16,469 35		\$16,469 35		
Mechanics Iron Foundry Co., Contract No. 4110	6,407 43			6,407 43	
Mechanics Iron Foundry Co., Contract No. 4128.	14,793 21			14,793 21	
Mechanics Iron Foundry Co., Contract No. 4134.	21,129 22			21,129 22	
Total miscellaneous.....	\$222,390 79	\$155,633 60	\$16,469 35	\$43,914 31	\$6,373 53
Total sewers built.....	627,339 99	67,000 30	20,257 32	538,109 23	1,913 12
Total gross expenditures.....	\$849,730 78	\$222,693 90	\$36,726 67	\$582,023 56	\$8,286 65
CREDITS.					
Construction stock used on construction.....	\$35,934 42		\$35,934 42		
Construction labor paid by maintenance.....	30,944 85	\$30,944 85			
Payrolls paid by sewerage works revenue.....	154,700 30	154,700 30			
Total credits.....	\$221,579 57	\$185,645 15	\$35,934 42		
DEBITS.					
Maintenance labor paid by construction.....	\$64 95	\$64 95			
Total expenditures, 1956.....	\$628,216 16	\$37,113 70	\$792 25	\$582,023 56	\$8,286 65
Non-Revenue					

APPENDIX F.

REPORT OF THE SURVEY DIVISION FOR
THE YEAR 1956.

BOSTON, January 2, 1957.

To the Commissioner of Public Works.

DEAR SIR:

I respectfully submit the following report of the activities of the Survey Division for the year ending December 31, 1956.

This Division performs engineering services for other divisions of the Public Works Department and other city departments, boards and commissions. It also performs administrative and engineering duties required by the Public Improvement Commission for its operation.

The principal engineering duties include:

- (a) the making of plans, surveys, estimates and reports relating to the laying out, widening, construction and design of public highways;
- (b) the taking of easements for sewerage works;
- (c) staking out lines and grades for the construction of highways, sewerage, etc.;
- (d) the making of property surveys of land to be acquired by the City of Boston by eminent domain;
- (e) the making of plans and surveys of city-owned land for purposes of sale, interdepartmental transfer or new development;
- (f) the making of various engineering surveys and plans required by other city departments.

For the Public Improvement Commission, the administrative functions include the processing of petitions, arranging public hearings, preparing estimates and orders relating to land damages and street and sewer betterments, preparing orders for the laying out of streets and the construction of streets and sewers, preparing orders for eminent domain land takings,

preparing orders for the granting of permits for use of public highways, erection of poles, etc., and the maintenance of all records in the charge of the Public Improvement Commission.

Division Expenditures, January 1, 1956 to December 31, 1956
Inclusive

	Survey Budget	Highway Loan	Sewer Loan
Personnel.....	\$106,981 38	\$68,505 05	—
Pensions.....	21,205 88	—	—
Contractual Services.....	1,931 21	10,094 27	\$2,320 90
Supplies and Materials.....	7,345 76	105 68	—
Current Charges and Obligations.....	12 00	*33,036 96	* 4,200 00
Equipment.....	242 81	—	—
 Totals.....	 \$137,719 04	 \$111,741 96	 \$6,520 90

* Land Dainages

TOTAL EXPENDITURES \$255,981 90

During the period covered by this report, the Survey Division completed one hundred twenty-nine (129) surveys and plans for the improving of existing highways, laying out of new ones and discontinuances, totalling 12.03 miles. Twenty-eight (28) surveys and plans for 1.70 miles of sewerage easements were also made. Thirty (30) surveys and plans of city-owned land or land to be taken for municipal purposes were also made.

Field engineering work included the staking out of forty-four (44) streets for the Paving Service of the Highway Division, forty-three (43) for the Sewer Division, and miscellaneous services for other city departments. Regular routine work included the re-surveying of street lines for private engineers wherever existing records were inadequate or obsolete, marking lines and grades for private construction abutting public streets, examining land court plans for the Law Department, preparing land damage reports for the Public Improvement Commission, drafting charts, graphs, etc.,

for the Administrative Services Department, City Auditor and others. Listed below are the major engineering surveys and plans completed during the period of this report.

For the Public Improvement Commission:

Fifty-three (53) surveys and plans were made for the laying out of 4.55 miles of public highways, as follows:

								Length in Feet
<i>South Boston</i>								
Claflin street	.	.	.	.	.	.	.	350
Liberty place	.	.	.	.	.	.	.	125
Lovis street	.	.	.	.	.	.	.	115
Pickering place	.	.	.	.	.	.	.	125

								Length in Feet
<i>West Roxbury</i>								
Ascent street	.	.	.	.	.	.	.	320
Ashland avenue	.	.	.	.	.	.	.	630
Byrd avenue	.	.	.	.	.	.	.	500
Capital street	.	.	.	.	.	.	.	332
Charles Park road	.	.	.	.	.	.	.	1,150
Crockers Lane	.	.	.	.	.	.	.	435
DeStefano road	.	.	.	.	.	.	.	480
Furbush road	.	.	.	.	.	.	.	390
Graham terrace	.	.	.	.	.	.	.	200
Hackensack court	.	.	.	.	.	.	.	250
Larch place	.	.	.	.	.	.	.	200
Marlin road	.	.	.	.	.	.	.	315
Meyer street	.	.	.	.	.	.	.	220
Newfield street	.	.	.	.	.	.	.	500
New Haven street	.	.	.	.	.	.	.	870
Rosecliff terrace	.	.	.	.	.	.	.	235
Selwyn street	.	.	.	.	.	.	.	200
Sherbrook street	.	.	.	.	.	.	.	495
Spinney street	.	.	.	.	.	.	.	316
Welton road	.	.	.	.	.	.	.	255

Thirty-four (34) surveys and plans were made for the widening and relocation of 2.25 miles of public highways as follows:

							Length in Feet
Asylum street, Boston Proper	.	.	.	.	.	.	260
Austin street, Hyde Park	.	.	.	.	.	.	78
Baker street, West Roxbury, at Newton line	.	.	.	.	.	.	133
Bunker Hill street, Charlestown	.	.	.	.	.	.	280
Centre street, West Roxbury	.	.	.	.	.	.	500
Chestnut Hill avenue, Brighton	.	.	.	.	.	.	108
Como road, Hyde Park	.	.	.	.	.	.	150
Cowper street, East Boston	.	.	.	.	.	.	300
Cookson terrace, Dorchester	.	.	.	.	.	.	100
D street, South Boston	.	.	.	.	.	.	20
Fairway street, Dorchester	.	.	.	.	.	.	22
Forsyth street, Roxbury	.	.	.	.	.	.	800
Gardner street, West Roxbury	.	.	.	.	.	.	1,800
Guest street, Brighton	.	.	.	.	.	.	57
Harrison avenue, Boston Proper	.	.	.	.	.	.	1,100

	<i>Length in Feet</i>
Hunter street, Charlestown	181
Joiner street, Charlestown	15
Leon street, Roxbury	20
Montebello road, West Roxbury	20
Monument street, Charlestown	100
Morton street, Dorchester	90
Perkins street, West Roxbury	750
Preble street, South Boston	40
Poplar street, West Roxbury	200
Ritchie street, Roxbury	220
Ritchie street, Roxbury	160
Rivermoor street, West Roxbury	725
Ruggles street, Roxbury	500
Saratoga street, East Boston	1,880
Selkirk road, Brighton	352
Vine street, Charlestown	27
Washington street, Boston Proper	820
Washington street, Roxbury, at Arnold street	75
Williams street, West Roxbury	16

Twenty-one (21) surveys and plans were made for the discontinuance of 1.36 miles of public highways as follows:

	<i>Length in Feet</i>
Beacon street (Building line), Boston Proper	108
Chelsea street, Charlestown	770
Crehore road, West Roxbury	54
Davis street, Boston Proper	320
Decatur street, Boston Proper	360
Fairway street, Dorchester	125
Florence street, Boston Proper	340
Genesee street, Boston Proper	490
High street, Boston Proper	225
Hillis road, Hyde Park	153
Mt. Vernon street, Dorchester	66
Oneida street, Boston Proper	430
Oswego street, Boston Proper	430
Providene street, Boston Proper	30
Ramsdell street, Hyde Park	137
Rivermoor street, West Roxbury (through Drive-in)	1,050
Rochester street, Boston Proper	495
Seneca street, Boston Proper	495
Vienna street, East Boston	115
West Selden street, Dorchester	48
Wexford street, Brighton	950

Seventeen (17) surveys and plans were made for the alteration (specific repair) of 3.51 miles of public highways as follows:

	Length in Feet
Ash street, Boston Proper	440
Blue Hill avenue, Dorchester and West Roxbury	13,409
Boylston street, Boston Proper, at Charles street	100
Centre street, Roxbury, at Columbus avenue	750
Columbus avenue, Roxbury, at Centre street	460
Francis street, Roxbury	250
Franklin street, Boston Proper, at Hawley street	20
Greenfield road, Dorchester, at Cummins Highway	20
North Grove street, Boston Proper, at Fruit street	20
Old Morton street, Dorchester	27
Summer street, South Boston	2,360
Troy street, Boston Proper	470
Washington street, Boston Proper, at Hayward place	10
Washington street, Roxbury, at Eustis street	62
Washington street, Roxbury, at Warren street	77
Washington street, West Roxbury, at Forest Hills street	20
Woodhaven street, Dorchester	27

Four (4) surveys and plans were made for the revision of grade of .36 mile of public highways as follows:

Brook Farm road, West Roxbury	1,030
Brucewood street, West Roxbury	140
Maryknoll street, Dorchester	400
West Howell street, Dorchester	335

Seven (7) surveys and plans were made for the taking by eminent domain of 110,545 square feet of land for municipal purposes, as follows:

LOCATION	Area	Department
Tremont street, Boston Proper.....	10,715	Fire
Neponset avenue, Dorchester.....	54,617	Fire
Gallivan Boulevard, Dorchester.....	21,157	Fire
Cummins Highway, Dorchester.....	20,716	Fire
Hanson street, Boston Proper.....	3,130	Park
Hawkins street, Boston Proper.....	79	Welfare
Sanderson place, Brighton.....	131	Public Works (Water)

Twenty-eight (28) surveys and plans were made for the taking of 1.7 miles of easements for sewerage purposes as follows:

	<i>Length in Feet</i>
<i>Brighton</i>	
Keenan road	300
Ryan road	270
<i>Dorchester</i>	
Caryll street	840
Merola Park	300
Messinger street	451
Orlando street	108
Savannah avenue	280
Violet street	275
<i>East Boston</i>	
Gladstone street	100
<i>Hyde Park</i>	
Arborfield road	1,175
Beech street	550
Coleman street	225
Greenbrook street	675
Manion road	188
Prospect park	325
Ransom road	98
Riley road	335
Ruffing street	500
<i>West Roxbury</i>	
Courtney road	425
Furbush road	241
Hackensack square	280
Maplewood street	400
Moreland street	650
Partridge street	170
Private land, Kershaw road	50
Wilmont street	355
Winchester terrace	235
Rivermoor Street Outlet	130

For the Public Works Department (Highway Division), forty-four (44) highways were staked out for construction.

For the Public Works Department (Sewer Division), one hundred one (101) catch basins were staked out.

Also, forty-four (44) drainage surveys and reports were made. Lines were given for six sewer easements. One plan was prepared for the abandonment of a sewer easement in private land adjacent to Wyvern street, West Roxbury.

For the Public Works Department (Sanitary Division) a survey and plan was made for an exchange of land at the West Roxbury disposal area on Gardner street. Also a topographic survey was made of the proposed incinerator site on Atkinson street, Roxbury, and a plan was made of an additional parcel of land at Atkinson street to be leased from the Commonwealth of Massachusetts.

For the Law Department, four (4) surveys and plans for court purposes were made of Main street, Charlestown, Newbury street, Boston Proper, East Newton street, Boston Proper and Hammond street, Roxbury. Also approximately one hundred (100) plans filed with Land Court petitions were examined and checked for street line references.

For the Real Property Board property plans were made for off-street parking sites as follows:

	Square Feet
Central street, Boston Proper	30,113
Kingston street, Boston Proper	27,426
High street, Boston Proper	21,333
Blackstone street, Boston Proper	8,363
Thomas street, West Roxbury	28,052

Topographic and utility plans were also made for the foregoing sites. Other engineering work performed for the Real Property Board includes subdivision surveys and plans of city land on Tenean street, Dorchester and River street, Hyde Park. Lines and grades were given for construction at St. James avenue, Boston Proper. River street, Dorchester, Belden street, Dorchester and Hayward place, Boston Proper. Preliminary lines were given at High street, Boston proper. A survey for the site of the Brighton Court House was also made.

For the Library Department a survey was made for the erection of a fence at the rear of the Hazleton street, Dorchester Branch Library.

For the Park Department a survey and plan of land on Nashua street, Boston Proper was made. Property lines were staked out at the Ripley Playground, Dorchester and Smith Field, Brighton.

For the Hospital Department a plot plan was made of the Boston City Hospital and an ambulance road staked out at Long Island Hospital.

For the School Department a subdivision plan of the Boston Latin School on Avenue Louis Pasteur was made. Also a topographic plan of the Bigelow street addition in South Boston was drawn. Property lines were staked at the William Bacon School, Roxbury, Phineas Bates School, West Roxbury, Eldridge Smith School, Dorchester, Greenwood School, Hyde Park and vacant land at Poplar and Dale streets, West Roxbury.

For the Fire Department, topographic and utility plans were made for new Fire Station sites at Neponset avenue, Dorchester, Gallivan Boulevard, Dorchester, and Cummins Highway, West Roxbury. Also a plan was drawn showing a portion of Moon Island, Quincy, to be transferred to the Fire Department for a Training Centre.

For the Building Department a survey was made of buildings at 41 Hanover street, Boston Proper.

For the Planning Board a survey was made to determine Street Areas in the various Districts of the City.

Stone Bounds.—In accordance with a policy established in 1950, stone bounds were set and drilled on the following newly constructed streets:

STREET	District	Number of Bounds
Alvarado avenue.....	Hyde Park.....	2
Bantry Way.....	South Boston.....	4
Bowditch road.....	West Roxbury.....	6
Bruewood street.....	West Roxbury.....	3
Chesterfield street.....	Hyde Park.....	3
Colebrook street.....	South Boston.....	2
Danny road.....	Hyde Park.....	3
Hemman street.....	West Roxbury.....	5

STREET	District	Number of Bounds
Hillis road.....	Hyde Park.....	6
Itasca street.....	Dorchester.....	1
Laurie avenue.....	West Roxbury.....	15
Lochland road.....	Hyde Park.....	2
Manila avenue.....	Hyde Park.....	3
Oakmere street.....	West Roxbury.....	10
Pomona avenue.....	West Roxbury.....	2
Reynolds road.....	Hyde Park.....	3
Rocky Nook terrace.....	West Roxbury.....	3
Searle road.....	West Roxbury.....	4

Reproduction Work

The Reproduction Unit of this division continued during the year in the making of photostats, blueprints, etc., for various City Departments. In April a new Pease Challenger White printing machine was installed to replace the obsolete Ozalid machine. With the new high speed white printer the demand for such prints greatly increased with a considerable drop in the making of blueprints. With this new machine we have also begun making reproductions of office papers, notes, etc. It is anticipated that such work will greatly increase as the various City Departments become aware of the variety of copy work that can be done.

Effective December 1, 1956, a revised schedule of fees established by the City Council include a provision for charging one dollar per sheet for photostats, plans, etc. In arranging for the collection of this fee from the public, it was necessary to establish a system of written requisitions for reproduction work to be used by all City Departments. Approximately one hundred dollars was received during the month of November for this new service. While the revenue from these fees is not expected to be great, the charge will no doubt result in a sharp drop in the requests for copies of plans made when such copies were free.

Early in 1956 this division set up a photographic service. A dark room has been built and equipped. During the year photographs were taken of all newly laid out streets showing conditions prior to construction. It is expected that these photos will prove of real

value in connection with the settlement of land damage cases. Of course photographic service is available to other Divisions and Departments.

Reproduction work in 1956:

DEPARTMENT.	PHSTS	BPS	OZS	APS
Administrative Services.....	420		291	
Printing Section.....				
Purchasing Division.....	54			
Assessing.....	2,021	12	1,453	
Auditor.....	2,970			
Boston Gas Company.....		10	324	
Boston Edison Company.....			293	
Building.....	1,318		79	
City Clerk.....	590			
City Council.....	1,168		8	
Civil Defense.....	64			
Compensation Review Board.....	552			
District Attorney's Office.....				
Finanee Commission.....				
Fire.....	574		36	
Health.....	314			
Registry Division.....	1,102			
Housing Authority.....	126			
Law.....	1,432	4	57	
Licensing.....				
Mayor's Office.....	1,272		222	
Park.....	72		7	
Penal Institutions.....				
Planning Board.....	1,652		578	8
Public Works.....				
Central Office.....	986		584	
Bridge Division.....	482	72	977	
Highway Division.....	686		1,353	61
Sanitary Division.....	14		8	
Sewer Division.....	2,350	165	537	
Survey Division.....	8,248	1,746	5,473	116
Water Division.....	150		88	
Public Works (State).....	320		83	
Real Property.....	1,336		700	
Building Division.....				
Registry (Court House).....	52			
Rent Control Board.....	524			
Retirement.....	1,922			
School Buildings.....	28		4	
School Committee.....				
Traffic.....	150		625	
Treasurer's.....	224			
Collecting Division.....	506		17	
Veterans' Services.....	10			
Welfare.....			31	
White Fund.....	702			
Election Department.....	294			
Public Buildings.....	160			
Public Works (Highway Division).....				
Encroachment.....	216		68	
Lighting.....	174		272	22
Total.....	35,235	2,009	14,168	207

Assessments.—During the period reported on, estimates of benefit for assessment purposes were prepared amounting to \$356,363.85. These estimates are included in orders for street and sewer improvements. Also final assessments were prepared amounting to \$212,599.98.

Respectfully submitted,

JAMES W. HALEY,
Chief Engineer, Survey Division.

APPENDIX G.

REPORT OF DIVISION ENGINEER OF THE
WATER DIVISION

BOSTON, January 2, 1957.

To the Commissioner of Public Works.

DEAR SIR:

I respectfully submit the following report of the activities of the Water Division, operations and expenditures for the fiscal year ending December 31, 1956.

During the year a total of 23,510.3 linear feet, or 4.45 miles, of main pipe was laid or relaid, varying in size from 4 inches to 16 inches and 877 applications were received for installation of new service pipes, enlarged service pipes and fire pipes, etc., into new or remodeled buildings.

There were 27 petitions received for the extension of water mains. The particular streets in which the above work was performed are shown on the accompanying tables.

The Districts in which the main pipe was laid and relaid are as follows:

DISTRICT	LAID Linear Feet	RELAID Linear Feet
City Proper	0	0
East Boston	924.0	0
South Boston	366.0	0
Dorchester	1,889.5	1,651.0
Hyde Park	11,105.4	1,944.5
West Roxbury	3,337.4	0
Brighton	1,238.0	0
Charlestown	0	1,054.5

Under the provisions of Chapter 4 of the Ordinances of 1952, which deals with capital improvements, the Water Division submitted a capital improvement program, which program was not followed to any great

extent due to the fact that all available funds were needed to extend water mains to provide water into residential areas.

ENGINEERING OFFICE

The office force maintained its usual service to the public with information in relation to the Water Division, estimates on new service pipes, making out contracts, assisting the yard forces on Water Division matters, compiling official data, bringing the record plans to date, supervision of all construction and snow removal in areas number 4 and 10.

The engineering office assisted in design and supervision of construction of water mains for the following major construction projects; their status being as follows:

Central Artery.

Fort Hill square to beyond Kneeland street — under construction.

Kneeland street to Dover street — construction started.

William T. Morrissey Boulevard.

Tolman street to Neponset Circle — under construction.

Soldiers Field Road.

Boston University Bridge to beyond Harvard Stadium — completed.

Southeast Expressway.

Boston street to beyond Columbia Circle design completed — construction to start in spring of 1957.

Columbia road to William T. Morrissey Boulevard — construction started.

William T. Morrissey Boulevard to Neponset Circle to Milton line near Adams street — now under contract and construction started.

Projects under study or in progress are as follows:

Reinforcing Faulkner Hospital Area in West Roxbury — construction started by M.D.C., 36 inches to new tank (elevation 392) with 12-inch connection to be installed at Weld street and West Roxbury Parkway.

Studies being made to reinforce southern section of West Roxbury.

Studies being made to bring H.H.S. to Stony Brook section of Hyde Park.

Reinforcing Hyde Park beyond Cleary square (American Legion Highway M.D.C. connection to Cleary square) — completed to West street, final section to be completed in spring of 1957.

Studies on New York streets area completed and buildings demolished and contract for reconstruction awarded, work to start in spring of 1957.

Hydrants.

There were 27 new hydrants established, 106 hydrants changed and 10 hydrants abandoned.

Summation.

System relaid 0.88 miles, extended 3.57 miles, 27 hydrants established, and 10 hydrants abandoned, 0.10 miles of water pipe abandoned; thus increasing the amount of water pipe in system by 3.47 miles and 17 hydrants.

District Yards.

The district yard forces were utilized in repairs of main pipe leaks, installation of new service pipes, new fire pipes, service pipe repairs, fire pipe repairs, meter changes, off and on calls and general maintenance service to the public.

THE DISTRIBUTION BRANCH.

The Distribution Branch, consisting of the main yard and four district yards, and responsible for the repair and maintenance of main pipes, hydrants, service pipes, and gate valves, was assisted during the year by four contracting firms who assisted the department forces in the repairing of leaks and the laying of new and relaying of old service pipes.

The contractual work was performed in a satisfactory manner and again proved the value of this type of contract in assisting the department forces to repair and install new appurtenances.

During the year, the Gibson street, Dorchester, water yard garage and stable were demolished and contract awarded for new combination steel work shop and garages to be erected in spring of 1957.

THE MACHINE SHOP

The machine shop and plumbing shop handled all the drilling and connecting of services in addition to the regular work carried on in these shops, such as the machining and assembling of gates, valves, and hydrants, and the department assisted the other branches of the Public Works Department in performing special jobs.

THE METER BRANCH

The meter shop handled a total of 10,117 meters, divided as follows:

Meters applied on new services	656
Meters discontinued	139
Meters changed	5,261
Meters tested in shop	1,789
Meters repaired in service	369
Meters repaired in shop	779
Meters reset	718
Meters junked	406
TOTAL	10,117

BUSINESS OFFICE

This office performs all the work related to the processing of bills to property owners for water used and the maintenance of water meters.

These operations include receiving applications for new services and fire pipes; reading 95,000 meters quarterly; computing and preparing 382,000 bills amounting to \$6,428,102.91; keeping account of paid and unpaid bills; recording liens against delinquent consumers; testing, repairing, and installing and removing water meters and receiving complaints from the water consuming public.

1956

Main pipe petitions received	27
Domestic service applications	820
Fire pipe applications	51
Special meter tests	51
Hydrant permits issued	10
Repair deposits received	68
Miscellaneous deposits	33

APPROPRIATIONS, EXPENDITURES, AND REVENUE

Budget appropriation, 1956	\$2,457,025 00
Amount expended.	2,212,603 54
Unexpended balance.	\$244,421 46
Amount of money collected from all sources during the year	
1956.	\$6,297,311 74
Amount expended from all sources.	6,025,321 73
Surplus.	\$271,990 01

The metropolitan assessment for 1956 amounted to \$3,290,795.44 at the rate of \$80 per million gallons, an increase of \$68,407.92 over the assessment of 1955, based on the \$80 per million gallon rate.

Total amount billed for 1956	\$6,428,102 91
Total amount collected for 1956 bills, as of December 31, 1956	\$4,967,228 43
Total amount abated for 1956 bills, as of December 31, 1956	\$24,291 92
Total amount collected in 1956 on bills rendered prior to 1956	\$777,354 34

By Chapter 487, Acts of 1954, entitled "An Act Relative to Liens for Water Rates and Charges" effective January 1, 1955, the law was changed so that liens for water rates take effect by operation of law without the necessity of recording a lien statement at the Registry of Deeds.

The issuance of statements of outstanding water bills to the consumers at the end of the year has been continued as a courtesy to the customer.

Respectfully submitted,

D. M. SULLIVAN,
Division Engineer.

Water Service 1956

Balances from 1955			
Water Service Receipt	57,917	28	
Water Service	159,274	49	
			\$217,191 77
Receipt			
Water Rates and Services	6,262,017	09	
Tax Titles, Water	35,294	65	
			6,297,311 74
Expenditures			
Pensions and Annuities	211,362	28	
Water Division	2,212,603	54	
Refunds	628	50	
Metropolitan Water Assessment	3,290,795	44	
Collecting — Water	132,195	00	
Automotive — Water	91,200	00	
			5,938,784 76
Transfer of 1955 Surplus			
			\$575,718 75
			57,917 28
Carried forward to 1957 Water Division			\$517,801 47
			245,811 46
Surplus			\$271,990 01

1956

Summary of Water Division
Collections and Expenditures

Total Amount Collected				\$6,297,311 74
Expenditures				
Pensions and Annuities	211,362	28		
Water Division (Budget)	2,212,603	54		
Refunds	628	50		
Collecting — Water	132,195	00		
Automotive — Water	91,200	00		
				\$2,647,989 32
M.D.C. water assessment				3,290,795 44
Less cash forwarded 1955 to 1956				\$5,938,784 76
				159,274 49
Plus cash forwarded 1956 to 1957				\$5,779,510 27
				245,811 46
Surplus				\$6,025,321 73
				\$271,990 01

Water Division, 1956

Construction Account			
Extension of mains (from revenue)			
Cost of construction Dec. 31, 1956	25,357,313	14	
Cost of construction Dec. 31, 1955	25,132,375	54	
Increase in plant cost during 1956			\$224,937 60

Cost of existing works Dec. 31, 1956	
Pipe yards and buildings	\$84,332 16
Distribution system	25,357,313 14
Hyde Park water works	175,000 00
	<hr/>
High pressure	\$25,616,645 30
	2,448,340 64
	<hr/>
	\$28,064,985 94

WATER STATISTICS FOR THE FISCAL YEAR ENDING
DECEMBER 31, 1956.

Mains.

Kind of pipe: cast iron, wrought iron, steel.

Size, 2-inch to 48-inch.

Extended miles, 3.57.

Size enlarged miles, 0.88.

Total miles now in use, 1,029.879.

Public hydrants added, 17.

Public hydrants now in use, 12,554.

Stop gates added, 45.

Stop gates now in use, 16,558.

Number of blowoffs, 864.

Range of pressure on mains, 30 to 90 pounds.

Services.

Kind of pipe and size:

5/8 inch to 2 inches in diameter of lead or copper.

4 inches and 6 inches in diameter of cast iron.

Shutting Off and Turning On Water in 1956

Number of shut-offs for repairs	5,252
Number of premises turned on after repairs	4,687
Number of shut-offs for vacancy	506
Number of premises turned on for occupancy	145
Number of premises shut off for nonpayment of water rates	10
Number of premises turned on again after being shut off for non-payment	5
Number of premises shut off on account of waste	32
Number of premises turned on again after being shut off for waste	2
Number of new service pipes turned on for the first time	484
	<hr/>
Total number of times water was shut off or turned on	11,123

TABLE NO. 1.

Showing Length of Water Pipe and Connections Owned and Operated by Public Works Department, Water Division,
Water Services, and Number of Valves in Same, December 31, 1956.

Diameter of Pipe in Inches.

	48"	42"	40"	36"	30"	24"	20"	16"	14"	12"	10"	8"	6"	4"	3"	2"	Total.
Length owned and operated December 31, 1955,.....	55,595	16,191	9,599	30,238	75,395	89,395	108,061	373,481	285	1,864,220	449,049	1,349,104	919,102	61,602	11,904	6,311	5,419,531
Gate valves in same.....	26	4	5	31	50	76	71	783	14	5,300	1,576	4,959	3,036	546	18	18	16,514
Air valves in same.....	60	5	10	35	113	84	53	103	...	65	1	5	...	...	1	13	548
Blow offs in same.....	11	5	6	11	33	37	52	76	...	166	40	203	141	67	9	5	862
Length laid and relaid During 1956,.....	.....	.....	.....	.....	.....	.....	.....	3,991	.....	810	.....	12,883	.....	1,178	.....	.....	18,862
Gate valves in same.....	.....	.....	.....	.....	.....	.....	.....	1	.....	5	.....	38	.....	5	.....	5	49
Air valves in same.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Blow offs in same.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	413	.....	.....	202	13	.....	.....	628
Length abandoned in 1956,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	1	1	.....	.....	4
Gates abandoned in 1956,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Air valves abandoned in 1956,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Blow offs abandoned in 1956,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Length owned and operated, December 31, 1956, Including high pressure service,.....	55,595	16,191	9,599	30,238	75,395	89,395	108,061	377,472	285	1,864,617	449,049	1,361,987	918,900	62,766	11,904	6,311	5,437,765
Gate valves in same.....	26	4	5	31	50	76	71	784	14	5,303	1,576	4,997	3,035	550	18	18	16,558
Air valves in same.....	60	5	10	35	113	84	53	104	...	65	1	5	...	...	1	13	549
Blow offs in same.....	11	5	6	11	33	37	52	76	...	166	40	203	141	67	9	5	864
High pressure fire service-length,.....	.....	.....	.....	.....	.....	.....	.....	20,140	46,954	.....	31,756	.....	.....	.....	.....	98,849	

TABLE NO. II.

Total Number of Hydrants in System, December 31, 1956.

HYDRANTS.	Lowry.	Boston Lowry.	Boston Post.	Ordinary Post.	Batchelder and Finneran Post.	Ludlow Post.	Chapman Post.	Darling Post.	Mathews Post.	Boston Hydrant.	Mueller Post.	Total.
Public, December 31, 1955.....	453	241	2,110	2,074	6,655	4.....	5.....	5.....	91	7	11,640	
Private, December 31, 1955.....	33	5	29	126	17	13	56.....	4	111	.....	394	
Established during 1956.....	.....	.....	.....	.....	27	.....	.....	.....	.....	.....	.....	27
Abandoned during 1956.....	2	.....	1	.....	5	2	.....	.....	.....	.....	.....	10
Total, public, December 31, 1956	451	241	2,109	2,074	6,677	2.....	5.....	91	7	11,657		
Total, private, December 31, 1956	33	5	29	126	17	13	56.....	4	111	.....	394	
Total hydrants in service, 1955	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,034		
Total hydrants added during 1956	.....	.....	.....	.....	.....	.....	.....	.....	.....	27		
Total hydrants abandoned during 1956	.....	.....	.....	.....	.....	.....	.....	.....	.....	10		
Total hydrants in service December 31, 1956	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,051		
High pressure fire hydrants in service, 1956	.....	.....	.....	.....	.....	.....	.....	.....	.....	503		
Total hydrants (all kinds) in service December 31, 1956	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,554		

TABLE NO. III.
Cost of Replacement of Main Pipe, 1956

WARD	STREET	SIZE (Inches)	LENGTH (Feet)	Contract Amount	Pipe Stock	Total Cost	Contractor
2	Albion place	6 W 8	345.0	(Less Junk \$3,878.53	\$1,339.79	\$5,218.32	John J. Appel
2	Perkins st	6 W 8	63.0	609.16	210.15	819.31	John J. Appel
2	Perkins st	30 W 30	384.5	5,914.17	930.65	6,814.82	John J. Appel
2	Perkins st	6 W 12	262.0	1,586.17	1,365.20	2,951.37	John J. Appel
13	Wm. T. Morrissey Blvd	8 W 6	224.0	By City	703.22	703.22	By City
16	Dix st	6 W 8	1,427.0	6,876.90	5,941.27	12,818.17	E. Susi & Williams Corp.
18	A st	4 W 8	460.5	1,806.96	1,720.09	3,617.05	Roslindale Construction Co.
18	Fulton st	4 W 8	259.0	1,027.52	1,663.26	2,690.78	Roslindale Construction Co.
18	Jackson st	4 W 8	166.0	1,806.96	2,581.18	4,478.44	Roslindale Construction Co.
18	Maginn st	4 W 8	510.0	2,055.04	631.82	2,686.86	Roslindale Construction Co.
18	Providence st	4 W 8	249.0	1,027.52	759.45	1,786.97	Roslindale Construction Co.
	Totals .....	.....	4,650.0	\$26,768.93	\$17,846.38	\$44,615.31	

TABLE NO. IV.
Cost of Extension of Main Pipe, 1956

WARD	STREET	Size (Inches)	Length (Feet)	Contract Amount	Pipe Stock	Total Cost	Contractor
1	Bennington st.....	8	791.0	\$1,672 00	\$2,887 82	\$4,559 82	E. Susi & Williams Corp.
1	Gladstone st.....	8	130.0	260 71	404 96	665 67	E. Vozzella
7	West Howell st.....	8	366.0	1,277 25	1,688 48	2,965 73	Roslindale Construction Co.
13	Bakersfield st.....	8	13.0	239 00	436 17	675 17	John J. Appel
16	Hallet-Davis st.....	8	252.0	854 44	1,189 91	2,044 35	John J. Appel
16	Milton st.....	8	272.0	852 80	979 16	1,831 96	John J. Appel
16	Pope's Hill st.....	8	393.0	1,446 25	1,768 47	3,214 72	Roslindale Construction Co.
17	Caryll st.....	8	709.5	3,137 80	3,145 98	6,283 78	C. Russo, Inc.
17	Temple pl.....	4	220.0	397 40	315 24	712 64	G & F Construction Co.
18	Beech st.....	12	39.0	1,709 05	1,102 14	2,701 19	John J. Appel
18	Belnap rd.....	8	439.5	1,581 90	1,887 48	3,469 38	G & F Construction Co.
18	Bradlee st.....	8	370.0	1,089 20	332 69	1,421 89	E. Vozzella
18	Cornman rd.....	8	326.0	1,092 87	826 26	1,919 13	John J. Appel
18	Dania st.....	8	96.0	480 92	301 06	781 98	John J. Appel
18	Dodge rd.....	8	538.5	11,785 18	1,560 83	3,346 01	G & F Construction Co.
18	Goff st.....	8	243.5	487 00	771 94	1,258 94	G & F Construction Co.
18	Joan rd.....	8	639.5	1,367 94	2,581 48	3,949 42	G & F Construction Co.

18	Leighton rd.....	8	1,394.0	3,454.55	5,841.84	9,296.39	G & F Construction Co.
18	Manion rd.....	8	565.8	2,200.61	2,365.69	4,566.30	E. Vozella
18	McDonough et.....	4	214.0	371.57	346.78	718.35	G & F Construction Co.
18	Messinger st.....	8	213.0	532.00	733.93	1,265.93	G & F Construction Co.
18	Orlando st.....	8	244.3	532.00	919.32	1,451.32	G & F Construction Co.
18	Perry et.....	8	162.0	254.65	544.36	799.01	G & F Construction Co.
18	Providence st.....	16	3,694.0	12,005.50	33,303.98	45,309.48	Roslindale Construction Co.
18	Riley rd.....	8	308.0	820.36	1,332.22	2,152.58	E. Vozella
18	Safford st.....	8	249.0	570.27	1,121.99	1,692.26	G & F Construction Co.
18	Savannah st.....	8	313.8	667.23	1,655.89	2,323.12	G & F Construction Co.
18	Sherrin st.....	8	155.0	342.71	604.45	1,007.16	G & F Construction Co.
18	Sunset Lane.....	4	257.5	455.60	481.25	936.85	E. Vozella
18	Westminster st.....	8	227.0	1,443.05	877.75	2,320.80	E. Vozella
18	Westminster st.....	8	164.0	480.00	508.46	988.46	John J. Apel
18	Winnot st.....	8	252.0	667.00	791.42	1,458.42	Roslindale Construction Co.
20	Bellevue Hill rd.....	16	297.0	764.00	3,308.12	4,072.12	G & F Construction Co.
20	Brook Farm rd.....	8	394.0	1,042.72	2,238.78	3,281.50	G & F Construction Co.
20	Dow rd.....	8	548.3	1,554.75	2,235.98	3,790.73	Roslindale Construction Co.
20	Emilia ter.....	8	246.0	674.90	1,305.70	1,980.60	Roslindale Construction Co.
20	Farragut st.....	4	37.0	157.00	107.99	264.99	Roslindale Construction Co.
20	Forest Hills st.....	12	24.0	633.50	502.48	1,135.98	John J. Apel

TABLE NO. V.
Cost of Extension of Main Pipe, 1956.—Concluded.

WARD	STREET	Size (Inches)	Length (Feet)	Contract Amount	Pipe Stock	Total Cost	Contractor
20	Garth rd.	8	270.5	\$329 68	\$1,399 89	\$2,329 57	Roslindale Construction Co.
20	Parklawn rd.	4	108.0	378 00	145 16	523 16	Z & S Construction Co.
20	Pheasant st.	8	87.0	244 53	315 61	557 14	Roslindale Construction Co.
20	Rivermoor st.	12	716.6	1,692 30	4,920 87	6,613 17	R. A. Bucella & Sons, Inc.
20	V. F. W. Parkway and Baker st.	8	379.0	964 25	1,760 49	2,724 74	Roslindale Construction Co.
21	Anselm terrace.	4	310.0	723 40	991 11	1,714 51	Roslindale Construction Co.
21	Anselm terrace.	8	246.0	724 28	992 11	1,716 39	Roslindale Construction Co.
22	Keenan rd.	8	385.0	1,144 14	999 75	2,143 89	John J. Appel
22	Ryan rd.	8	267.0	762 76	1,102 14	1,864 90	John J. Appel
	Totals. ....	.....	18,860.3	\$56,806 02	\$95,995 58	\$152,801 60	

Table No. 1. Statement of Work Done During the Year 1956.

MAKE.	Applied.	Total Discon- tinued.	METERS CHANGED.		Tested in Shop.	Repaired in Service.	Repaired in Shop.	Reset.	Junked.	Total.
			Out.	In.						
Hersey.....	622	1,021	4,211	5,466	5,580	303	1,590	755	80	19,628
Watch Dog.....	35	145	1,246	277	1,420	97	295	26	220	3,761
King.....		6	75	.....	.....	.....	.....	.....	70	151
Worthington.....		25	140	.....	.....	.....	.....	.....	136	301
American.....		1	3	.....	.....	.....	.....	.....	4	8
Federal.....		2	5	.....	.....	.....	.....	.....	4	11
Sparling.....										
Nash.....				1	.....	.....	.....	.....	1	2
Arctic.....		2	2	4	2	3	5	3	.....	21
Trident.....		1	.....	2	1	2	.....	2	.....	9
Lambert.....				1	.....	.....	.....	.....	1	2
Empire.....				2	.....	.....	.....	.....	2	4
Crown.....		1	1	.....	.....	.....	.....	.....	.....	2
Keystone.....					.....	.....	.....	.....	.....
Pitt.....					.....	.....	.....	.....	.....
Neptune.....				1	.....	.....	.....	.....	.....	1
Totals.....	660	1,203	5,692	5,746	7,005	405	1,890	781	519	23,901

Table No. 2. Meters in Service, December 31, 1956.

MAKE.	DIAMETER IN INCHES.										Total.
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	8	10	
Hersey.....	70,700	5,146	2,434	1,372	974	335	409	126	38	20	81,548
Watch Dog.....	8,512	298	412	729	413	234	67	.....	.....	.....	10,697
King.....	519	7	4	9	3	.....	.....	.....	.....	.....	542
Worthington.....	1,269	6	2	6	5	2	.....	.....	.....	.....	1,290
American.....	49	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
Crown.....	.....	1	2	3	4	.....	3	1	.....	.....	14
Federal.....	54	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
Nash.....	8	1	.....	.....	1	1	.....	.....	.....	.....	11
Lambert.....	3	.....	.....	.....	.....	1	1	.....	.....	.....	4
Arctic.....	.....	1	.....	16	16	17	9	2	.....	.....	6
Trident.....	1	.....	2	.....	.....	24	9	.....	.....	.....	30
Keystone.....	2	.....	.....	1	.....	1	.....	.....	.....	.....	.....
Empire.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
Neptune.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sparling.....	.....	.....	.....	.....	.....	.....	4	1	.....	.....	.....
Total.....	81,118	5,460	2,887	2,136	1,416	615	498	133	39	20	94,32

MAKE.	DIAMETER IN INCHES.										Total.
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	8	No Size	
C. P's.....	1,829	116	56	18	29	17	4	3	3	.....	2,07
C. of B. C. P's.....	39	3	25	80	160	66	25	7	.....	13	41
Total.....	1,868	119	81	98	189	83	29	10	3	13	2,49

Table No. 3. Meters in Shop, December 31, 1956.

MAKE.	DIAMETER IN INCHES.										Total
	5/8	3/4	1	1 1/4	2	3	4	6	8	10	
NEW.											
Hersey Disc.....	621	.....	50	35	29	10	15	.....	.....	.....	760
Hersey H. C. T.....	.....	.....	.....	.....	.....	5	8	2	.....	.....	15
Hersey Detector.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Watch Dog.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	621	.....	50	35	29	15	23	2	.....	.....	775
OLD.											
Hersey Disc.....	408	20	23	12	23	4	7	5	.....	.....	502
Hersey Detector.....	.....	.....	.....	.....	.....	.....	4	2	3	.....	9
Hersey H. C. T.....	.....	.....	.....	.....	.....	.....	1	.....	1	1	3
Watch Dog.....	.....	.....	.....	6	4	4	2	.....	.....	.....	16
Arctic.....	.....	.....	.....	.....	.....	2	1	.....	.....	.....	3
Total.....	408	20	23	18	27	10	15	7	4	1	533

Table No. 4. Meters Repaired in Shop in 1956.

MAKE.	DIAMETER IN INCHES.										Total
	5/8	3/4	1	1 1/4	2	3	4	6	8	10	
Hersey Disc.....	1,275	84	75	70	47	8	8	3	.....	.....	1,570
Hersey H. C. T.....	.....	.....	.....	.....	.....	2	2	.....	.....	.....	4
Watch Dog.....	150	16	42	63	20	10	3	.....	.....	.....	304
Hersey Detector.....	.....	.....	.....	.....	.....	.....	2	1	.....	.....	3
Hersey F. M.....	.....	.....	.....	.....	.....	.....	2	1	.....	.....	3
Arctic.....	.....	.....	.....	2	1	.....	.....	.....	.....	.....	3
Trident.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	3
Total.....	1,425	100	117	135	68	23	17	5	.....	.....	1,890

Table No. 5. Meters Repaired and Rebuilt at Factory in 1956.

MAKE.	DIAMETER IN INCHES.								Total.
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	
Hersey.....									1,301
Total.....									1,301

Table No. 5A. Meters Purchased New in 1956.

MAKE.	DIAMETER IN INCHES.								Total.
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	
Hersey Disc.....	2,363	....	50	35	30	....	....	....	2,478
Hersey H. C. T.....	....	....	....	....	....	10	15	2	27
Total.....	2,363	....	50	35	30	10	15	2	2,505

Table No. 6. Meters Reset in 1956.

MAKE.	DIAMETER IN INCHES.							Occupied	Connec- tion Pieces	Total.
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4			
Hersey Disc.....	696	38	14	1	5	....	1	....	....	755
Watch Dog.....	23	1	....	2	....	....	....	....	....	26
Total.....	719	39	14	3	5	....	1	63	718	781

Table No. 7A. Meters Changed in 1956. Meters Taken Out.

MAKE.	DIAMETER IN INCHES.									Total.
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	8	
Hersey Disc.....	3,662	251	135	73	57	18	11	3	1	4,211
Watch Dog.....	1,031	29	59	88	24	9	6	.....	.....	1,246
King.....	72	.....	1	2	.....	.....	.....	.....	.....	75
American.....	3	.....	.....	.....	.....	.....	.....	.....	.....	3
Worthington.....	140	.....	.....	.....	.....	.....	.....	.....	.....	140
Federal.....	5	.....	.....	.....	.....	.....	.....	.....	.....	5
Keystone.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0
Arctic.....	.....	.....	.....	1	1	2	.....	.....	.....	4
Trident.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Lambert.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Empire.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Nash.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Crown.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Neptune.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Total.....	4,917	280	195	164	82	32	18	3	1	5,692

Table No. 7B. Meters Changed in 1956. Meters Put In.

MAKE.	DIAMETER IN INCHES.										Total.
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	10		
Hersey Disc.....	4,904	245	128	86	76	10	13	3	1	.....	5,466
Watch Dog.....	132	11	34	69	21	7	3	.....	.....	.....	277
Arctic.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Trident.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Total.....	5,036	256	162	156	97	18	17	3	1	.....	5,746

Table No. 8. Meters Repaired in Service in 1956.

MAKE.	Defaced and Broken Clocks	Spindle Leaks	Coupling Leaks	New Train	Broken Gears	Examinations	Repair Trains	Total
Hersey Disc.....	34	155	44	18	12	40	.....	303
Watch Dog.....	20	47	16	1	1	12	.....	97
Arctic.....	2	1	.....	.....	2	.....	.....	5
Total.....	56	203	60	19	15	52	.....	405

Table No. 9. Meters Applied in 1956.

MAKE.	DIAMETER IN INCHES.								Total
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	10	
Hersey Disc.....	510	10	10	33	36	8	4	11	622
Watch Dog.....	5	.....	7	12	5	4	2	.....	35
Arctic.....	.....	.....	.....	1	.....	1	.....	.....	2
Trident.....	.....	.....	.....	.....	.....	1	.....	.....	1
Total.....	515	10	17	46	41	14	6	11	660
Meters applied on old services.....	.....	.....	.....	.....	.....	8	.....	.....	8
Meters applied on new services.....	.....	.....	.....	.....	.....	.....	.....	660	660
Total.....	.....	.....	.....	.....	.....	.....	668	.....	668

Table No. 10. Meters Discontinued in 1956.

MAKE.	DIAMETER IN INCHES.									Permanently Discon- tinued.	Connection Pieces.	Vacanciess.	Total
	5/8	3/4	1	1 1/2	2	3	4	6	8				
Hersey.....	916	71	30	6	4	1	1	.....	.....	106	795	128	1,029
Watch Dog.....	138	3	8	3	3	1	1	.....	.....	27	114	16	157
King.....	8	.....	.....	.....	.....	.....	.....	.....	.....	1	5	2	8
Worthington.....	9	.....	.....	.....	.....	.....	.....	.....	.....	2	3	4	9
American.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arctic.....	.....	.....	1	.....	.....	1	.....	.....	.....	1	1	.....	2
Federal.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Crown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trident.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	1
Nash.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Connection Pieces.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	1,072	74	38	10	7	4	2	.....	.....	139	918	150	1,207

Table No. 11. Reason for Meter Change in Year 1956.

MAKE.	Do Not Register.	Coupling Leak.	Spindle Leak.	Department Test.	Special Test.	Noisy.	Enlarged Meter.	Set Backwards.	Clock Broken.	No Force.	Frost.	Total.
Hersey.....	3,121	440	170	83	40	65	102	15	78	29	68	4,211
Watch Dog.....	1,034	109	18	15	13	5	23	...	12	6	11	1,246
King.....	64	7	...	1	...	...	...	...	3	...	...	75
Worthington.....	120	12	3	...	...	...	...	...	4	...	1	140
Americian.....	3	...	...	...	...	...	...	...	...	...	...	3
Federal.....	5	...	...	...	...	...	...	...	...	...	...	5
Empire.....	2	...	...	...	...	...	...	...	...	...	...	2
Keystone.....	...	...	...	...	...	...	...	...	...	...	...	0
Arctic.....	2	...	...	...	1	...	1	...	...	...	...	4
Trident.....	1	...	...	...	...	...	1	...	...	...	...	2
Lambert.....	1	...	...	...	...	...	...	...	...	...	...	1
Nash.....	1	...	...	...	...	...	...	...	...	...	...	1
Crown.....	1	...	...	...	...	...	...	...	...	...	...	1
Neptune.....	1	...	...	...	...	...	...	...	...	...	...	1
Total.....	4,356	568	191	99	54	70	127	15	97	35	80	5,62

Table No. 12. Meters Junked in 1956.

MAKE	DIAMETER IN INCHES						Total.
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	
Hersey Disc.....	70	1	3	...	...	6	80
Watch Dog.....	219	...	...	...	1	...	220
King.....	70	...	...	...	...	...	70
Worthington.....	136	...	...	...	...	...	136
American.....	4	...	...	...	...	...	4
Federal.....	4	...	...	...	...	...	4
Lambert.....	1	...	...	...	...	...	1
Nash.....	1	...	...	...	...	...	1
Trident.....	...	...	...	...	...	1	1
Empire.....	2	...	...	...	...	...	2
Total.....	507	1	3	...	1	7	519

APPENDIX H.

REPORT OF THE
PUBLIC IMPROVEMENT COMMISSION

BOSTON, January 2, 1957.

HON. JOHN B. HYNES,

*Mayor of Boston.**Through the Commissioner of Public Works.*

DEAR MR. MAYOR:

In accordance with the provisions of section 24, chapter 3 of the Revised City Ordinances of 1947, the following report of the Public Improvement Commission for the year ending December 31, 1956, is respectfully submitted.

The Public Improvement Commission was established May 1, 1954, by the provisions of section 57, chapter 2 of the 1954 Ordinances. This Commission, consisting of the Commissioner of Public Works, the Commissioner of Real Property, and the Chairman of the Boston Traffic Commission, was assigned all of the powers and duties of the former Board of Street Commissioners, except:

- (a) Those relating to the storage and sale of inflammables, filling stations, and parking lots which were transferred to the Committee on Licenses in the Public Safety Commission;
- (b) Those relating to the planting and removal of trees in public ways, the use of public ways for any temporary obstruction in, under, or over the same, the use of public ways for the storage and sale of merchandise and the designating of coasting streets, which were transferred to the Commissioner of Public Works; and
- (c) Those relating to the abatement of taxes which were transferred to the Real Property Department.

Functions of the Board of Street Commissioners transferred to this Commission include the authority to lay out, widen, relocate, alter, discontinue, or rename public highways, and to order the making of specific

repairs therein; to order the construction of sanitary sewers and storm drains; to take land by eminent domain for municipal purposes (except housing and off-street parking); to permit the opening of private ways for public travel; to levy assessments for street, sidewalk, and sewer betterments; and to issue permits for the location of wire-carrying poles, conduits, pipes, tracks and similar uses of the public ways.

STREET PROGRAM

During the period covered by this report, one hundred seven (107) highway improvements, including the laying out of fifty-eight (58) new highways, the widening and relocation of thirty-one (31) public ways, the making of specific repairs in eighteen (18) existing streets, were ordered by the Public Improvement Commission.

Of particular interest in these groups are the following projects:

Blue Hill avenue, Dorchester district, from Columbia road to Mattapan square, to be reconstructed with Chapter 90 funds at an estimated cost of \$450,000. Work will include the removal of the existing streetcar reservation, the widening of both roadways and the installation of traffic divisional islands at various locations.

New York Streets area, Boston Proper district, in cooperation with the Boston Housing Authority, the commission ordered the discontinuance of eight (8) public ways in the New York Streets area and also ordered the laying out of Castle street through the project and the widening of the remaining existing streets in the project, namely, Harrison avenue, Asylum street and Troy street. It is estimated that these highway improvements with sewer and water construction will cost approximately \$475,000.

Charles Park road, West Roxbury district, this road has been laid out and constructed to provided access to a new industrial area of the same name adjacent to the Charles River in the West Roxbury district and will also provide better access to the city's West Roxbury disposal area. Estimated cost of \$27,768.

Summer street, South Boston district between B street and the Reserved Channel, to be constructed with Chapter 90 funds at an estimated cost of \$90,000.

Jackson Square improvements, Roxbury district, includes the installation of traffic divisional islands and the reduction in width of existing sidewalks at Jackson square and the widening

and relocation of Ritchie street. This reconstruction will permit the relocation of traffic movement at this location by making the three streets one way and forming a rotary pattern which should greatly alleviate the congestion.

The following streets were ordered laid out as Public Ways during 1956:

Agassiz park, West Roxbury, from Burroughs street approximately 230 feet southwesterly. Length 230 feet; estimated cost, \$4,810; estimated benefit, \$2,328.94.

Ascent street, West Roxbury, between New Haven street and Keystone street. Length 285 feet; estimated cost, \$8,274; estimated benefit, \$2,702.50.

Barna road, Dorchester, between Galty avenue and Range road. Length 406 feet; estimated cost, \$10,393; estimated benefit, \$5,426.27.

Beachview road, East Boston (formerly Montmorenci avenue), from Drumlin road approximately 688 feet southeasterly. Length 688 feet; estimated cost, \$17,201; estimated benefit, \$8,468.38.

Brockton Street Extension, Dorchester, from Messinger street approximately 206 feet northeasterly. Length 206 feet; estimated cost, \$5,268; estimated benefit, \$2,619.18.

Burley street, West Roxbury, between Metropolitan avenue and Dale street. Length 466 feet; estimated cost, \$13,492; estimated benefit, \$4,890.

Byrd avenue, West Roxbury, between Neponset avenue and Starbird avenue. Length 519 feet; estimated cost, \$14,084; estimated benefit, \$6,985.

Caltha road, Brighton, extended, widened and relocated from Undine road approximately 300 feet southerly. Length 300 feet; estimated cost, \$7,225; estimated benefit, \$2,269.24.

Capital street, West Roxbury, from Baker street approximately 332 feet southwesterly. Length 332 feet; estimated cost \$9,434; estimated benefit, \$4,451.

Castle street, Boston Proper, between Washington street and Albany street. Length 763 feet. (To be built by Boston Housing Authority.)

Chapel road, Hyde Park (formerly Irwin avenue), between Tacoma street and Farrar avenue. Length 240 feet; estimated cost, \$5,910; estimated benefit, \$2,274.60.

Charles Park road, West Roxbury, between Veterans of Foreign Wars Parkway and Rivermoor street. Length 1,200 feet; estimated cost, \$27,768; estimated benefit, \$17,000.

Cheshire Street Extension, West Roxbury, approximately 215 feet northeasterly. Length, 215 feet; estimated cost, \$4,371; estimated benefit, \$2,140.44.

Claffin street, South Boston, from D street approximately 350 feet northwesterly. Length 350 feet. (Without construction.)

Crestwood park, Roxbury, from Townsend street approximately 250 feet northeasterly. Length 250 feet; estimated cost, \$6,847; estimated benefit, \$2,417.70.

Crockers Lane, West Roxbury, between Shaw street and Saint Theresa avenue. Length 435 feet; estimated cost, \$11,175; estimated benefit, \$6,259.09.

Cutler court, South Boston (formerly Pickering place), from East Fifth street approximately 125 feet southerly. Length 125 feet; estimated cost, \$2,539; estimated benefit, \$1,368.90.

Dalin place, Roxbury (formerly LaFayette park) from Julian street approximately 190 feet northerly. Length 190 feet; estimated cost, \$3,832; estimated benefit, \$1,816.05.

Daytona terrace, Dorchester (formerly Maple park) from Centre street approximately 230 feet northerly. Length 230 feet; estimated cost, \$6,456; estimated benefit, \$3,850.50.

Derry road, Hyde Park, between Westminster street and Safford street. Length 481 feet; estimated cost, \$13,385; estimated benefit, \$6,843.50.

DeStefano road, West Roxbury, from Hyde Park avenue approximately 480 feet southeasterly. Length 480 feet; estimated cost, \$11,607; estimated benefit, \$5,458.60.

Dietz road, Hyde Park, between Alvin street and Leighton road. Length 1,340 feet; estimated cost, \$39,749; estimated benefit, \$12,782.50.

Dodge road, Hyde Park, between Dietz road and Leighton road. Length 284 feet; estimated cost, \$9,047; estimated benefit, \$2,769.

Driftwood road, West Roxbury, between Mossdale road and Mossdale road. Length 460 feet; estimated cost, \$9,172; estimated benefit, \$6,140.80.

Dudley terrace, Dorchester (formerly Holden place), from Dudley street approximately 133 feet northeasterly. Length 133 feet; estimated cost, \$1,051; estimated benefit, \$876.

Eastmont road, Hyde Park, between Dietz road and Leighton road. Length 408 feet; estimated cost, \$12,417; estimated benefit, \$4,245.

Farwell avenue, Hyde Park, from Summit street approximately 450 feet southeasterly. Length 450 feet; estimated cost, \$11,980; estimated benefit, \$4,833.81.

Favre street, Dorchester, from Messinger street approximately 277 feet northeasterly. Length 277 feet; estimated cost, \$6,581; estimated benefit, \$3,187.

Greenwich court, Roxbury, from Greenwich street approximately 100 feet southwesterly. Length 100 feet, estimated cost, \$2,213; estimated benefit, \$1,207.30.

Harmony street, East Boston, between Bennington street and Horace street. Length 260 feet; estimated cost, \$6,993; estimated benefit, \$1,912.50.

Howard place, Dorchester, from Howard avenue approximately 205 feet northwesterly. Length 205 feet; estimated cost, \$3,947; estimated benefit, \$1,869.

Huntington avenue, Hyde Park, between Collins street and Thatcher street. Length 1,486 feet; estimated cost, \$33,624; estimated benefit, \$11,427.50.

Hutchinson street, Dorchester, between Gallivan Boulevard and Brookvale street. Length 374 feet; estimated cost, \$9,913; estimated benefit, \$5,078.43.

Joslin road, Roxbury (formerly Austin street), between Brookline avenue and Pilgrim road. Length 288 feet; estimated cost, \$9,969; estimated benefit, \$2,031.80.

Kardon road, Hyde Park, from Dietz road approximately 300 feet southeasterly. Length 300 feet; estimated cost, \$8,662; estimated benefit, \$4,507.

Leighton road, Hyde Park, between Alwin street and Eastmont road. Length 1,100 feet; estimated cost, \$31,699; estimated benefit, \$13,006.50.

Lorimer place, Roxbury (formerly Johnston park), from Warren street approximately 175 feet westerly. Length 175 feet; estimated cost, \$4,400; estimated benefit, \$2,092.17.

Lovis street, South Boston, between West Fifth street and Gold street. Length 128 feet; estimated cost, \$2,500; estimated benefit, \$1,021.50.

Margo road, Brighton, between Brayton road and the Newton boundary line. Length 888 feet; estimated cost, \$23,114; estimated benefit, \$14,731.

Marlin road, West Roxbury (formerly Federal road), from Corey street approximately 340 feet southwesterly. Length 340 feet; estimated cost, \$10,078; estimated benefit, \$4,253.50.

Meadowview road, Hyde Park (formerly Forest street), from Stanbro street, approximately 880 feet southwesterly. Length 880 feet; estimated cost, \$22,786; estimated benefit, \$11,368.30.

Messinger street, Dorchester, between Brockton street and Orlando street. Length 718 feet; estimated cost, \$16,400; estimated benefit, \$8,986.

Millstone Road Extension, Hyde Park (formerly Hawthorne street), between Colchester street and Meadowview road. Length 237 feet; estimated cost, \$6,607; estimated benefit, \$2,203.50.

Mossdale road, West Roxbury, between Moss Hill road and Moss Hill road. Length 1,520 feet; estimated cost, \$26,067; estimated benefit, \$22,299.06.

New Haven street, West Roxbury, from Northdale road to approximately 180 feet beyond Ascent street. Length 900 feet; estimated cost, \$24,245; estimated benefit, \$13,642.

Range road, Dorchester, between Dorchester avenue and Mercier avenue. Length 660 feet; estimated cost, \$15,317; estimated benefit, \$6,914.30.

Rainier road, Dorchester and Hyde Park (formerly Royal road), between Greenfield road and Raleigh road. Length 329 feet, estimated cost, \$9,763; estimated benefit, \$2,991.

Robken road, West Roxbury (formerly Haviland road), between Hazelmere road and Selwyn street. Length 601 feet; estimated cost, \$15,266; estimated benefit, \$8,386.65.

Rocky Nook terrace, West Roxbury, from Glen road approximately 260 feet northeasterly. Length 260 feet, estimated cost, \$6,039; estimated benefit, \$3,243.01.

Rosecliff terrace, West Roxbury (formerly Wyman street), from Rosecliff street approximately 235 feet southwesterly. Length 235 feet; estimated cost, \$5,346; estimated benefit, \$3,107.02.

Safford street, Hyde Park, between Lewiston street and Huntington avenue. Length 1,056 feet; estimated cost, \$38,347; estimated benefit, \$13,838.22.

Selwyn Street Extension, West Roxbury, between Coniston road and Haviland road. Length 200 feet; estimated cost, \$5,017; estimated benefit, \$2,309.93.

Sherbrook street, West Roxbury, between Temple street and Perham street. Length 250 feet; estimated cost, \$7,785; estimated benefit, \$3,076.47.

Spinney street, West Roxbury, between Sparrow street and Cowing street. Length 332 feet; estimated cost, \$8,641; estimated benefit, \$3,642.73.

Troy street, Boston Proper, between Harrison avenue and Washington street. (To be built by Boston Housing Authority.) Length 300 feet.

Vienna street, East Boston, between Neptune road and Bennington street. Length 300 feet. (Without construction.)

Welton road, West Roxbury, from La Grange street approximately 258 feet westerly. Length 258 feet; estimated cost, \$7,390; estimated benefit, \$3,280.79.

West Howell street, Dorchester, from Boston street approximately 351 feet westerly. Length 351 feet; estimated cost, \$31,545; estimated benefit, \$5,949.20.

WIDENED OR RELOCATED

Asylum street, Boston Proper, between Harrison avenue and Washington street.

Austin street, Hyde Park, at the northeasterly and south-easterly corners of Gordon avenue.

Bunker Hill street, Charlestown, between Hunter street and Chelsea street.

Centre street, West Roxbury, at various locations between Spring street and Grove street.

Chestnut Hill avenue, Brighton, at the northwesterly corner of Commonwealth avenue.

Como road, Hyde Park, on the southeasterly side from Pine avenue approximately 180 feet northwesterly.

Cowper street, East Boston, between Byron street and Wordsworth street.

Cookson terrace, Dorchester, on the northerly side for a distance of about 100 feet.

D street, South Boston, at the southerly corner of Summer street.

Fairway street, Dorchester, between Blue Hill avenue and Cummins Highway.

Forsyth street, Roxbury, from Ruggles street approximately 850 feet northerly.

Gardner street, West Roxbury, from Rivermoor street to the location of the Needham Branch of the New York, New Haven & Hartford Railroad.

Guest street, Brighton, at the northeasterly and southerly corners of Market street.

Harrison avenue, Boston Proper, between Dover street and the Boston & Albany Railroad.

Hunter street, Charlestown, between Bunker Hill street and Vine street.

Leon street, Roxbury, at the southeasterly corner of Greenleaf street.

Montebello road, West Roxbury, at the northwesterly and southwesterly corners of Washington street.

Monument street, Charlestown, at the southwesterly corner of O'Reilly Way and from the southeasterly corner of O'Reilly Way approximately 100 feet northeasterly.

Morton street, Dorchester, at the southwesterly corner of Blue Hill avenue (see abandonment order).

Perkins street, West Roxbury, from Francis Parkman Drive to Prince street.

Poplar street, West Roxbury, on the easterly side from a point approximately 300 feet north of Deforest street to approximately 200 feet northerly.

Ritchie street, Roxbury, at the northeasterly and southeasterly corners of Columbus avenue.

Ritchie street, Roxbury, from Columbus avenue to Centre street.

River street, Dorchester, from Mattapan square to a point approximately 500 feet northeasterly.

Rivermoor street, West Roxbury, from Gardner street approximately 725 feet southwesterly.

Ruggles street, Roxbury, between Columbus avenue and Leon street.

Selkirk road, Brighton, between Chiswick road and Sutherland road.

Vine street, Charlestown, at the southwesterly corner of Chelsea street.

Washington street, Boston Proper, between Dover street and Motte street.

Washington street, Roxbury, at the southwesterly corner of Arnold street.

Williams street, West Roxbury, at the southwesterly corner of Washington street.

SPECIFIC REPAIRS

Ash street, Boston Proper, between Oak street and Bennett street, consisting of the reduction in width of the northwesterly sidewalk.

Blue Hill avenue, Dorchester and West Roxbury, between Columbia road and River street, consisting of the abandonment of the existing street car reservation, construction of traffic divisional islands and the reduction in the width of existing sidewalks at various locations.

Boylston street, Boston Proper, at Charles street, consisting of the installation of a traffic island.

Centre street, Roxbury, from Amory street to a point approximately 100 feet northeasterly of Columbus avenue, consisting of the removal of existing traffic islands, reduction of sidewalk widths at various locations and the installation of new traffic divisional islands.

Columbus avenue, Roxbury, between Centre street and Ritchie street, consisting of the removal of the existing traffic divisional island.

Francis street, Roxbury, on the westerly side between Brookline avenue and the Riverway, consisting of the reduction in width of the existing sidewalk.

Franklin street, Boston Proper, at the southeasterly corner of Hawley street, consisting of increasing the curb corner radii.

Greenfield road, Dorchester, at the intersection of Cummins Highway, consisting of the construction of a traffic island.

North Grove street, Boston Proper, at the southwesterly corner of Fruit street, consisting of the reduction in width of the existing sidewalk.

Old Morton street, Dorchester, at the northwesterly corner of River street, consisting of increasing the curb corner radii.

Summer street, South Boston, between "B" street (under) and the Reserved Channel, consisting of the installation of a traffic divisional island and the increasing of the curb corner radii at various locations.

Troy street, Boston Proper, between Albany street and Harrison avenue, consisting of the reduction in width of existing sidewalks.

Washington street, Boston Proper, at the northeasterly corner of Hayward place, consisting of increasing the existing curb radius.

Washington street, Roxbury, at Eustis street, consisting of the reduction in width of the existing sidewalk and the installation of a traffic island.

Washington street, Roxbury, at Warren street, consisting of the reduction in width of the existing sidewalk and the installation of a traffic island.

Washington street, Roxbury, between Northampton street and Warren street, consisting of the reduction in width of existing sidewalks and the installation of traffic divisional islands.

Washington street, West Roxbury, between Montebello road and Forest Hills street, consisting of the installation of a traffic divisional island.

Woodhaven street, Dorchester, at the northwesterly corner of Cummins Highway, consisting of the reduction of the curb radius.

GRADES REVISED

Brook Farm road, West Roxbury, between Newfield street and Banks street.

Brucewood street, West Roxbury, from Rickerhill road approximately 140 feet northwesterly.

Maryknoll street, Dorchester, between Clearwater Drive and Maryknoll terrace.

West Howell street, Dorchester, from Boston street approximately 335 feet northwesterly.

DISCONTINUANCES

Beacon street, Boston Proper, a portion of the building line on the northeasterly side from Charlesgate East approximately 108 feet easterly. (Not recorded by order of Public Improvement Commission.)

Chelsea street, Charlestown, from a point approximately 500 feet northeasterly of Medford street to approximately 700 feet northeasterly.

Crehore road, West Roxbury, at the southerly corner of West Roxbury Parkway.

Davis street, Boston Proper, between Washington street and Harrison avenue.

Decatur street, Boston Proper, between Washington street and Harrison avenue.

Fairway street, Dorchester, on the northerly line, westerly from Blue Hill avenue.

Fellows street, Roxbury, between Northampton street and Humneman street. (Slope easement.)

Florence street, Boston Proper, between Washington street and Harrison avenue.

Genesee street, Boston Proper, a portion from Harrison avenue approximately 412 feet southeasterly.

High street, Boston Proper, from a point opposite Belcher Lane approximately 225 feet southwesterly.

Hillis road, Hyde Park, on the northerly side approximately 100 feet from River street.

Mount Vernon street, Dorchester, on the southwesterly side at a point approximately 900 feet southwest of William T. Morrissey Boulevard.

Oneida street, Boston Proper, a portion from Harrison Avenue to approximately 431 feet southeasterly.

Oswego street, Boston Proper, a portion from Harrison avenue approximately 432 feet southeasterly.

Providence street, Boston Proper, from a point approximately 175 feet southwesterly from Berkeley street 30 feet southwesterly.

Public Alley No. 104, Boston Proper, from Commercial street to North street.

Ramsdell avenue, West Roxbury, at the southeasterly corner of Hyde Park avenue.

Rivermoor street, West Roxbury, from Garduer street to Veterans of Foreign Wars Parkway.

Rochester street, Boston Proper, between Harrison avenue and Albany street.

Seneca street, Boston Proper, between Harrison avenue and Albany street.

Vienna street, East Boston, at the northeasterly corner of Neptune road.

West Selden street, Dorchester, at the westerly and easterly corners of Merola park.

Wexford street, Brighton, from Leo M. Birmingham Parkway approximately 950 feet westerly.

SLOPE EASEMENT

Hyde Park avenue, Hyde Park, westerly side approximately 200 feet northerly from Metropolitan avenue and easterly side approximately 350 feet northerly from Metropolitan avenue.

ABANDONMENTS

Bussey and Walter streets, West Roxbury, order of the Public Improvement Commission and Mayor dated December 28, 1955, which provided for the installation of one traffic island.

Centre street, West Roxbury, order of the Public Improvement Commission and Mayor dated September 24, 1954, which provided for the widening, relocation and construction of Centre street from Spring street to Grove street.

Farwell avenue, Hyde Park, order of the Board of Street Commissioners and Mayor dated April 30, 1954, which provided for the laying out and construction of Farwell avenue, from Summit street to Milton avenue. (See new layout order).

Hanson street, Boston Proper, order of the Public Improvement Commission and Mayor dated September 12, 1956, which provided for the taking of land for Park Department purposes.

Morton street, Dorchester, order of the Public Improvement Commission and Mayor dated June 28, 1956, which provided for a widening at the southwesterly corner of Blue Hill avenue.

WATER MAIN EASEMENTS

Private land, Brighton, between Ryan road and Sanderson place.

Sanderson place, Brighton, between Sanderson place and Ryan road.

SEWER PROGRAM

During the year 1956, the construction of 2.00 miles of sanitary sewer, 1.79 miles of storm sewer, 214 catch basins and 56 drop inlets were ordered at a total estimated cost of \$731,190.

Estimated benefit to private property for the construction of the 2.00 miles of sanitary sewers amounted to \$48,627.81.

Sewerage works ordered were as follows:

STREET	Sanitary Sewer (Linear Feet)	Surface Drain (Linear Feet)	Catch Basins	Drop Inlets	Estimated Cost	Estimated Benefit
Boston Proper						
Asylum street.....	330	.....			\$5,000 00	None
Franklin street.....	.....	1	1	400 00	None	
Harrison avenue.....	390	.....			7,500 00	None
Harrison avenue.....	.....	2			1,000 00	None
Public Alley 801.....	.....	1			600 00	None
Troy and Albany streets	740	.....			107,500 00	None
Troy street (extension)...	400	.....			62,000 00	None
Washington street.....	312	.....			7,500 00	None
Brighton						
Anselm terrace.....	.....	3	.....		1,500 00	None
Caltha road.....	70	.....	3	.....	2,050 00	None
Chestnut Hill avenue.....	.....	2	.....		1,000 00	None
Greycliff road.....	.....	1	.....		500 00	None
Guest street.....	.....	1	1	400 00	None	
*Keenan road.....	235	235	.....		2,400 00	\$1,400 00
Lake street.....	.....	.....	1	200 00	None	
*Lake street.....	.....	174	.....		4,100 00	None
Margo road.....	.....	.....	4	.....	1,600 00	None
*Ryan road.....	267	282	.....		2,600 00	\$1,600 00
Selkirk road.....	.....	.....	3	.....	1,500 00	None
Charlestown						
Bunker Hill street.....	.....	.....	1	1	350 00	None
Dorchester						
Barna road.....	.....	.....	1	.....	500 00	None
Blue Hill avenue.....	.....	83	27	.....	30,000 00	None
Brockton street (extension).....	.....	.....	2	.....	1,000 00	None
*Caryll street.....	625	630	.....		15,000 00	\$3,749 90
Daytona terrace.....	.....	.....	2	.....	1,200 00	None
Dudley terrace.....	.....	.....	1	.....	600 00	None
Howard place.....	.....	55	1	.....	1,200 00	None
Lorna road.....	.....	.....	4	.....	2,000 00	None
*Merola park.....	270	308	.....		6,800 00	\$2,200 00
Messinger street.....	.....	.....	2	.....	1,000 00	None
*Messinger street.....	250	395	.....		6,500 00	\$1,500 00

* Easements taken.

STREET	Sanitary Sewer (Linear Feet)	Surface Drain (Linear Feet)	Catch Basins	Drop Inlets	Estimated Cost	Estimated Benefit
Dorchester (Continued)						
Orlando street.....			2		\$1,000 00	None
*Orlando street.....	140	145			2,800 00	\$600 00
Range road.....			2		1,200 00	None
Richmere road.....			2		1,200 00	None
*Savannah avenue.....	260	145			3,600 00	None
*Violet street.....	275	254			3,600 00	\$2,100 00
West Howell street.....	365				5,500 00	2,190 00
Wm. T. Morrissey Boulevard.....	200				4,000 00	2,000 00
East Boston						
Beachview road.....			2		1,000 00	None
Gladstone street.....	130	130			2,000 00	\$650 00
Hyde Park						
*Arborfield road.....	1,175	800			19,240 00	6,630 00
Belnel road.....			1		600 00	None
*Coleman street.....	225				3,000 00	\$1,350 00
Derry road.....			2		1,200 00	None
Chapel road.....		65	3		2,500 00	None
Davidson street.....	145	153			2,100 00	\$870 00
Dietz road.....			2		1,400 00	None
Dodge road.....			3		2,100 00	None
Farwell avenue.....	55	57			900 00	None
Kardon road.....			1		700 00	None
*Manion road.....		123			1,230 00	None
Manion road.....		548			5,770 00	None
Meadowview road.....			4	2	2,300 00	None
Millstone road.....			2		1,000 00	None
New Bedford street.....		375	2		4,800 00	None
Rainier road.....			2		1,200 00	None
*Ransom road..... (Raleigh road)	85	93			1,400 00	\$360 00
*Riley road.....	310				4,600 00	1,860 00
*Ruffing street.....	440	440			6,100 00	2,639 91
Senders court.....			3		2,100 00	None

STREET	Sanitary Sewer (Linear Feet)	Surface Drain (Linear Feet)	Catch Basins	Drop Inlets	Estimated Cost	Estimated Benefit
Hyde Park—Continued						
Susanna court.....		2			\$1,400 00	None
Wharton court.....		1			700 00	None
Roxbury						
Centre street.....		1	1		400 00	None
Columbus avenue.....		1	1		500 00	None
Crestwood park.....		2	2		1,600 00	None
Forsyth street.....		7	7		2,800 00	None
Francis street.....		1	1		400 00	None
Greenwich court.....		1			500 00	None
Kenway terrace.....	35	1			1,000 00	None
Lorimer place.....	25	1	1		1,000 00	None
Ritchie street.....		1	1		500 00	None
Ritchie street.....		2	2		1,200 00	None
Ruggles street.....		1	1		1,000 00	None
South Boston						
Summer street.....	733				28,000 00	None
West Roxbury						
Baker street.....		6			2,600 00	None
Brook Farm road.....	532	582	8		9,800 00	\$3,360 00
Brownson terrace.....			3		2,100 00	None
Burley street at Metropolitan avenue.....			4		2,000 00	None
Byrd avenue.....	300	3			4,500 00	None
Canterbury street.....			2		800 00	None
†Canterbury Branch (of Stony Brook).....					212,000 00	None
Canterbury street (at Mt. Hope street).....			1		600 00	None
Centre street.....			1		500 00	None
Cheshire Street extension.....			2		800 00	None
*Courtney road.....	100				2,000 00	None
Crockers Lane.....			4		2,000 00	None
DeStefano road.....			2		800 00	None
Emelia terrace.....			2		1,000 00	None
*Emelia terrace.....	320	245			3,800 00	\$1,920 00

STREET	Sanitary Sewer (Linear Feet)	Surface Drain (Linear Feet)	Catch Basins	Drop Inlets	Estimated Cost	Estimated Benefit
West Roxbury—Continued						
Forest Hills street.....	375	380	5	2	\$11,200 00	None
*Furbush road.....	100	120	.....	.....	1,200 00	\$720 00
*Hackensack square.....	280	280	2	1	6,500 00	2,150 00
Hampstead Lane.....	.....	.....	2	1	1,300 00	None
*Kershaw road.....	.....	58	1	.....	950 00	None
Maple Street extension.....	.....	.....	1	.....	500 00	None
Montebello road.....	.....	.....	1	1	500 00	None
New Haven street.....	.....	100	6	.....	2,500 00	None
*Partridge street.....	165	175	.....	.....	2,500 00	\$990 00
Rivermoor street.....	740	.....	.....	.....	23,600 00	4,440 00
*Rivermoor street.....	.....	150	2	.....	7,200 00	None
Robken road.....	.....	740	6	.....	7,500 00	None
Rosecliff terrace.....	.....	.....	.....	1	150 00	None
Selwyn street.....	.....	188	1	.....	3,200 00	None
South street.....	.....	.....	2	.....	1,000 00	None
Spinney street.....	.....	.....	1	.....	1,000 00	None
Weld street.....	85	85	.....	.....	1,050 00	\$510 00
*Wilmot street.....	220	260	2	.....	4,400 00	1,320 00
*Winchester terrace.....	253	250	.....	.....	3,000 00	1,518 00

* Easements taken

† 1,320 linear feet of 9 feet diameter reinforced concrete conduit

EMINENT DOMAIN LAND TAKINGS

During the period of this report, land takings were made for municipal purposes as follows:

Fire Department

1. The taking of approximately fifty-four thousand six hundred seventeen (54,617) square feet of land on Neponset avenue, Dorchester district, under an order of this Commission and Mayor dated April 13, 1956, and recorded in the Suffolk Registry of Deeds on April 20, 1956.

2. The taking of approximately twenty-one thousand one hundred fifty-seven (21,157) square feet of land on Gallivan Boulevard, Dorchester district, under an order of this Commission and Mayor dated May 2, 1956, and recorded in the Suffolk Registry of Deeds on May 15, 1956.

3. The taking of approximately twenty thousand seven hundred sixteen (20,716) square feet of land on Cummins Highway, West Roxbury district, under order of this Commission and Mayor dated December 5, 1956, and recorded in the Suffolk Registry of Deeds on December 31, 1956.

Parks and Recreation Department

1. The taking of approximately three thousand one hundred thirty (3,130) square feet of land on Hanson street, Boston Proper district, under an order of this Commission and Mayor dated September 12, 1956, and recorded in the Suffolk Registry of Deeds on September 26, 1956. The Public Improvement Commission abandoned this order on December 12, 1956, such abandonment order being recorded in the Suffolk Registry of Deeds on December 28, 1956.

Overseers of Public Welfare

1. The taking of approximately seventy-nine (79) square feet of land on Hawkins street, Boston Proper

district, under an order of this Commission and Mayor dated September 12, 1956, and recorded in the Suffolk Registry of Deeds on October 11, 1956.

Department of School Buildings

1. The taking of approximately thirteen thousand, six hundred fifty-five (13,655) square feet of land on Silver street, South Boston district, under an order of this Commission and Mayor dated October 17, 1956, and recorded in the Suffolk Registry of Deeds on October 19, 1956.

ASSESSMENTS

During the year 1956, the Highway Division of the Public Works Department sent notice of completion of twenty-eight (28) streets at a total cost of \$490,273.20. On this work the Public Improvement Commission voted upon assessments in the amount of \$132,522.94.

During the same period, the Sewer Division of the Public Works Department reported the completion of construction of sanitary sewerage in thirty (30) streets at a cost of \$107,371.96, on which this Commission levied assessments in the amount of \$61,238.64.

The completion of new sidewalks in four (4) streets at a cost of \$37,994.62, authorized by the City Council, was also reported by the Highway Division. On these, this Commission levied assessments totaling \$18,838.40.

Street Assessments

STREET	District	Cost	Assessment
Alvarado avenue.....	Hyde Park	\$8,448 07	\$3,866 00
Alwin street.....	Hyde Park	30,324 03	9,585 69
Arvale road.....	Dorchester	5,444 53	2,077 08
Auriga street.....	Dorchester	6,480 81	3,006 71
Austin street.....	Hyde Park	34,313 53	400 00
Banton street.....	Dorchester	8,992 44	4,536 01
Bantry Way.....	South Boston	5,905 04	2,944 05
Brucewood street.....	West Roxbury	17,795 23	6,091 66
Cheryl Lane.....	Hyde Park	11,658 31	3,561 49
Chesterfield street.....	Hyde Park	13,759 34	5,404 31
Colebrook street.....	South Boston	6,051 33	2,753 11
Danny road.....	Hyde Park	19,986 11	8,565 31
Dorchester avenue.....	Dorchester	12,631 39	5,576 35
Emmonsdale road.....	West Roxbury	23,170 88	4,996 13
Hillis road.....	Hyde Park	25,474 21	9,470 83
Manila avenue.....	Hyde Park	8,711 68	4,570 99
Mt. Vernon street.....	Dorchester	139,023 46	19,874 55
Newland street.....	Boston Proper	1,170 29	908 40
Pomona avenue.....	West Roxbury	5,337 08	1,537 60
Reynold road.....	Hyde Park	8,265 35	3,516 19
Service place.....	Roxbury	2,098 36	500 00
Sparrow street.....	West Roxbury	20,632 92	6,617 75
Stonehill road.....	Hyde Park	18,728 95	8,613 03
Stonehill terrace.....	Hyde Park	1,196 26	547 08
Theodore A. Glynn Way.....	Roxbury	42,613 97	7,658 40
Vallaro road.....	Hyde Park	5,744 59	1,921 65
Westmount avenue.....	West Roxbury	373 10	236 68
Westville terrace.....	Dorchester	5,941 44	3,185 89
TOTALS.....		\$490,273 20	\$132,522 94

Sewer Assessments

STREET	District	Cost	Assessment
Anselm terrace.....	Brighton	\$5,012 82	\$2,459 97
Belnap road, Joan road, Dodge road, Leighton road, Perry court, Dietz road and Eastmont road.....	Hyde Park	20,575 95	17,639 67
Constitution road, Crossman street, Jamestown terrace, Viking terrace.	Dorchester	9,648 00	3,456 00
Corman road.....	Dorchester	2,028 80	1,380 00
David road.....	West Roxbury	6,925 00	4,020 00
Emelia terrace.....	West Roxbury	3,341 88	1,920 00
Guest street.....	Brighton	15,600 00	10,500 00
Hazelmere road.....	West Roxbury	2,325 00	990 00
Island street.....	Roxbury	1,250 00	750 00
Itasca street.....	Dorchester	2,436 71	1,395 00
Lorna and Lena terraces.....	Dorchester	10,206 60	6,180 00
Messinger street.....	Dorchester	3,595 00	1,500 00
Orlando street.....	Dorchester	1,108 50	600 00
Pelton street.....	West Roxbury	650 00	360 00
Rocky Nook terrace.....	West Roxbury	3,777 00	1,440 00
Sunset lane.....	Dorchester	2,569 43	1,428 00
Violet street.....	Dorchester	4,200 00	1,650 00
Washington street.....	West Roxbury	2,439 00	900 00
Wedgemere road.....	West Roxbury	810 00	480 00
William T. Morrissey Boulevard.....	Dorchester	1,600 00	870 00
Woodland road.....	Hyde Park	7,272 27	1,320 00
TOTALS.....		\$107,371 96	\$61,238 64

Sidewalk Assessments

STREET	District	Cost	Assessment
Chiswick terrace.....	Brighton	\$2,960 00	\$1,126 61
Embassy road.....	Brighton	7,762 80	3,960 93
Poplar street.....	West Roxbury	24,571 82	12,414 55
West street.....	Hyde Park	2,700 00	1,336 31
TOTALS.....		\$37,994 62	\$18,838 40

STREET NAME CHANGES

The names of the following public streets were changed effective March 1, 1956:

Church Street, Boston Proper district, between Boylston Street and Providence Street; new name Hadassah Way.

Congress Street, South Boston district, from north-easterly line of B Street approximately 50 feet; new name, B Street.

Macallen Street, South Boston district, between Dorchester Avenue and Foundry Street; new name, Greenbaum Street.

Marion Court, East Boston district, from 43 Marion Street approximately 165 feet southwesterly; new name, Marion Place.

Ralston Street, South Boston district, between Dorchester Avenue and Boston Street; new name, Father Anthony Songin Way.

LAND DAMAGES

On new construction, 118 claims were filed for damage to property resulting from land takings or changes in grade. On these claims, this Commission awarded damages in the amount of \$33,036.96.

On new sewer construction, one claim was filed for damage to property resulting from construction or changes in grade. On this claim, the Commission awarded damages in the amount of \$4,200.

MISCELLANEOUS PERMITS

During the period of this report, 362 petitions from public utilities were approved for the placing and maintaining of poles for the support of wires.

Also, 33 petitions were approved for miscellaneous installations or uses of the public highways of the City of Boston as follows:

STREET	Petitioner	Nature of Petition
Bennington street, East Boston	Boston Gas Company	Underground gas main
Binney street, Roxbury	New England Deaconess Hospital	Underground steam pipe
Boylston Street, Boston Proper	Brook Realty, Inc.	Bay window encroachment
Brantree street, Brighton	Boston Gas Company	Underground gas main
Brookline avenue, Roxbury	New England Deaconess Hospital	Underground steam pipe
C street, South Boston	Boston Banana Company, Inc.	Underground concrete caissons
Chelsea street, East Boston	Boston Gas Company	Underground gas main
Davison street, Hyde Park	Worcester Gas Light Company	Underground gas main
Davison street, Hyde Park	Worcester Gas Light Company	Underground gas main
Dedham street, Hyde Park	Worcester Gas Light Company	Underground gas main
Falmouth street, Boston Proper	Boston Edison Company	Underground conduit and manholes
Garth road, West Roxbury	Boston Gas Company	Underground gas main
Harrison avenue, Boston Proper	City of Boston (Real Property Department)	Parking sidewalk encroachment
Hawley street, Boston Proper	Boston Edison Company	Underground conduit and manhole
High Street Place, Boston Proper	United Shoe Machine Company	Underground vault
Hyde Park avenue, Hyde Park	Worcester Gas Light Company	Underground gas main
Kneeland street and Hudson street, Boston Proper	Boston Edison Company	Underground conduit and manholes
Kneeland street, Boston Proper	Boston Edison Company	Underground conduit and manhole
Manila avenue, Hyde Park	Worcester Gas Light Company	Underground gas main
National street, South Boston	Boston Gas Company	Underground gas main
North Harvard street, Brighton	Harvard University	Concrete conduits
Old road, Dorchester	Boston Gas Company	Underground gas main
Park street, Boston Proper	Boston Edison Company	Underground conduit and manhole

STREET	Petitioner	Nature of Petition
Park street, Boston Proper	Society of St. Paul the Apostle	Access shaft
Parklawn road, West Roxbury	Boston Gas Company	Underground gas main
Pilgrim road, Roxbury	New England Deaconess Hospital	Underground steam pipe
Ricker Hill road, West Roxbury	Boston Gas Company	Underground gas main
Ruskindale road, Hyde Park	Worcester Gas Light Company	Underground gas main
St. Theresa avenue, West Roxbury	Boston Gas Company	Underground gas main
South street, Boston Proper	Boston Edison Company	Underground conduit and manhole
Stuart street, Boston Proper	Liberty Mutual Insurance Company	Underground oil tank
Vining street, Roxbury	Commonwealth of Massachusetts, Division of Building Construction	Steel steam lines, steel conduits (2), tile pipe (2), water main (all underground)
Walter street, Hyde Park	Worcester Gas Light Company	Underground gas main

PRIVATE WAYS

During the year 1956, permission was given to prepare for public travel, the following private ways.

Anselm Terrace, Brighton
 Arborfield Road, West Roxbury and Hyde Park
 Caryll Street, Dorchester
 Dow Road, West Roxbury
 Emelia Terrace, West Roxbury
 Garth Road Extension, West Roxbury
 Keenan Road, Brighton
 Manion Road, Hyde Park
 Maria Lane, West Roxbury
 Merola Park, Dorchester
 Messinger Street, Dorchester
 Orlando Street, Dorchester
 Ryan Road, Brighton
 Wilmot Street, West Roxbury
 Violet Street, Dorchester

Respectfully submitted,

GEORGE G. HYLAND, *Chairman.*
 HERMAN CARP, *Vice-Chairman.*
 WM. ARTHUR REILLY, *Member.*

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